MICROFILM

START OF ROLL

ROLL NO. 30

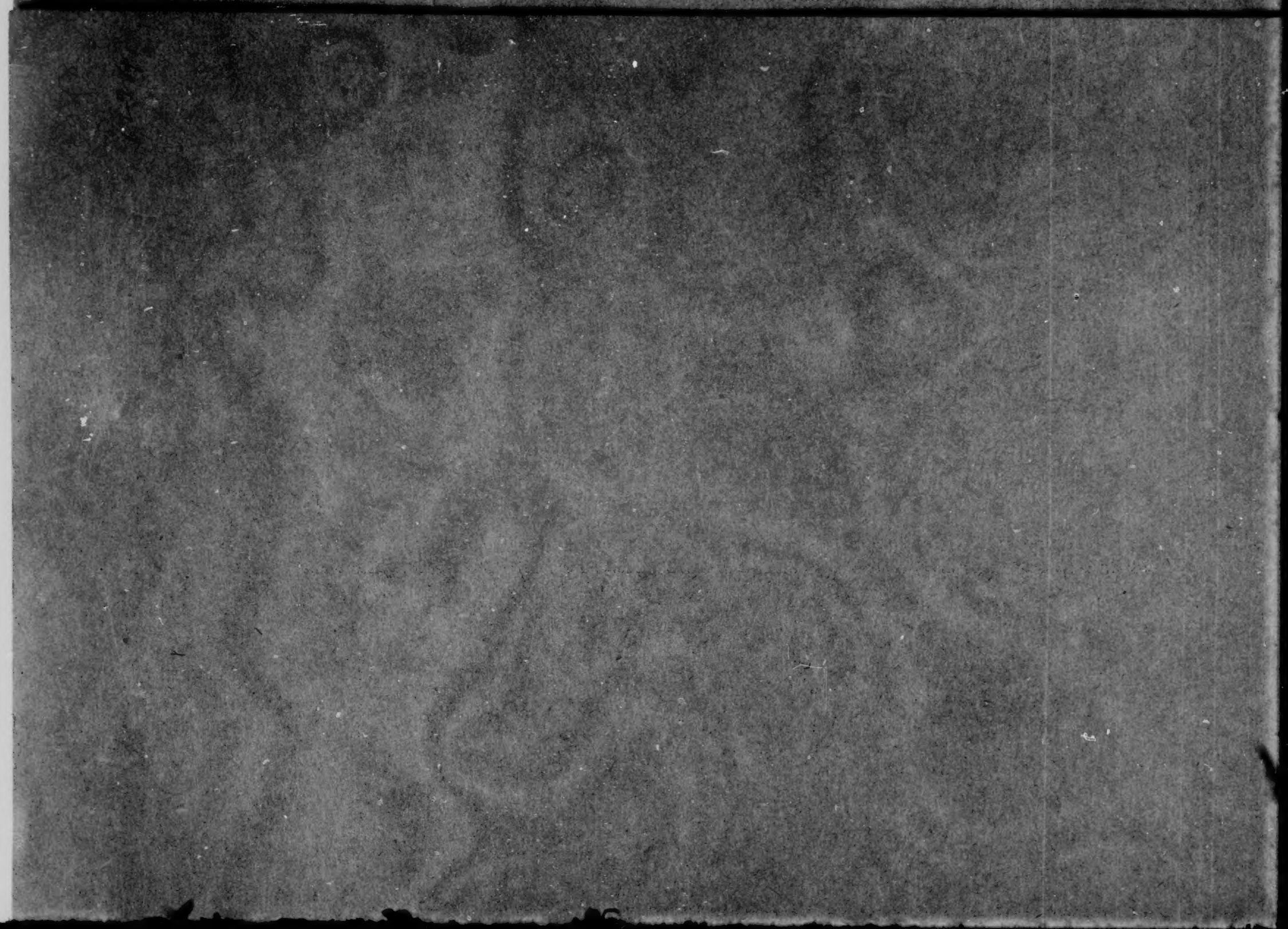
CONSTRUCTION CONTRACTS

Begins with: Contract# 2022

CONTRACT# [redacted] 2022

FAP 13-A John Day-Oliver Ranch, John Day Highway

2022



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JAN 30 1939
FOR FILING

R.A. Baldock

7a 13-a

January 18th, 1939

NOTED
C. E. Woodhouse

COST ANALYSIS-FINAL REPORT
John Day Highway, John Day-Oliver Ranch Section
Grading & Topping Contract 2022, Prefix 12-1104
McNutt Bros., Contractors
E. F. Chidsey, Resident Engineer

Item	Cost	Quantities	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,114.55	All			$1,000.00
Trench Excavation	1,423.90	1,898.6 cu. yd.	0.75	0.80	1,518.88
Common "	30,866.49	175,318.7 " "	0.176	0.205	35,940.33
Solid Rock "	6,975.75	23,252.5 " "	0.30	0.205	4,766.76
Overhaul	2,169.55	216,955 yd. sta.	0.01	0.01	2,169.55
Truck Haul	3,658.47	36,584.7 yd. mi.	0.10	0.10	3,658.47
Finishing Roadbed & Slopes	775.25	4.43 Miles	175.00	200.00	886.00
Rounding Cutbanks	1,204.00	15,050 lin. ft.	0.08	0.08	1,204.00
12" Corr. Iron Siphon Pipe	366.00	244 " "	1.50	2.00	488.00
18" Concrete Pipe	1,934.10	921 " "	2.10	2.25	2,072.25
24" " "	1,212.75	441 " "	2.75	2.90	1,278.90
36" " "	700.00	112 " "	6.25	7.00	784.00
18" Concrete Siphon Pipe	390.00	150 " "	2.60	2.50	375.00
24" " " "	165.90	51 " "	3.25	3.15	160.65
Salvaging Culvert Pipe	144.00	288 " "	0.50	0.50	144.00
" 3" Water Pipe	75.00	300 " "	0.25	0.25	75.00
Class "A" Concrete	1,162.55	45.59 cu. yd.	25.50	24.00	1,094.16
" "D" "	2,739.72	107.44 " "	25.50	26.00	2,793.44
Metal Reinforcing	1,087.88	18,131.28 lb.	0.06	0.06	1,087.88
Selected Roadbed Topping	2,590.64	9,964 cu. yd.	0.26	0.25	2,491.00
Hauling " "	1,340.64	11,172 yd. mi.	0.12	0.10	1,117.20
Sprinkling	403.20	384 M-Gal.	1.05	1.00	384.00
PA #1, Rock Slope Protection	944.78	994.5 cu. yd.	0.95	1.50	1,491.75
PA #2, Cement Adjustment		21 bbl.			- 73.50

Item	Cost	Quantities	Unit Cost	Unit Bid	Gross Revenue
PA #3, Concrete Pipe Purchase - 24"	$187.69	84 lin. ft.			$187.69
Force Account	200.64				200.64
	$63,831.45				$67,296.05

Gross Revenue	$67,296.05
Total Cost	63,831.45
Net Profit	$3,464.60

Net Profit Equals 5.1% of Gross Revenue

Detail of Cost

Labor:

Supervision	$1,289.68	
Labor	18,649.29	
State Industrial Accident Insurance	1,296.03	
Unemployment Insurance & Social Security	797.56	
		$22,032.56

Materials:

18" Concrete Pipe	921 lin. ft. at	1.68	$1,547.28
24" " "	441 " " "	2.23	983.43
36" " "	112 " " "	5.35	599.55
18" Concrete Siphon Pipe	150 " " "	1.68	252.00
24" " " "	51 " " "	2.23	113.73
12" Corr. Iron Siphon Pipe	244 " " "	1.18	264.32
12" " " " Bands	7 each at	1.40	9.80
Cement			866.00
Metal Reinforcement 18,131.28 lbs.			786.23
Mineral Aggregate			522.00
			5,944.34

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental		$20,865.00	
Gas, Oil and Grease		5,619.97	
Small Tools, Repairs and Miscellaneous		4,632.39	
Moving In		1,098.70	
Lumber		366.19	
Overhead & General Expense		1,254.94	
Bond	1% of Gross Revenue	672.45	
Home Office	2% " " "	1,344.91	
			35,854.55
			$63,831.45

John Day-Oliver Ranch Section

REMARKS:

This contract consisted of the grading and topping of 4.43 miles of roadway. It was bid on November 30th, 1937; work was started January 7th, 1938 and finished July 28th.

For the excavation work the contractor moved in 3 cats (2 RD-8 diesels and 1 RD-6), 2 - 12 cu. yd. LeTourneau scrapers, 1 motor patrol, 1½ cu. yd. shovel and 1½ ton Ford trucks. For the first few months excellent progress was made on the west end of the job. On the east end, however, some semi-solid material was encountered, and some ripping and light shooting were necessary. Due to rainy weather in the late spring, a muddy condition developed in the cuts, which consequently slowed up production and also retarded traffic through the job. In the cut at Station 86, a slide developed and caused the excavation quantities to overrun by about 20,000 cubic yards.

Two sites were designated as sources for the gravel topping. One of these was located south of the highway on a small creek channel at Station 19. To obtain the necessary quantities the contractor had to excavate for a distance of 1,500 feet. This skim excavation slowed production considerably and consequently increased the cost. A 1½ cu. yd. shovel and 1½ ton trucks were used to dig and haul the material.

The aggregate for the concrete was produced for the contractor from local deposits. The concrete work was performed during the winter and spring months when the weather was none too favorable. This plus high cost of materials resulted in costs a little higher than average.

This contract was bid a little low, but due to good supervision and good equipment the contractor was able to show a profit inspite of unfavorable weather conditions.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OCT 21 1938
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OREGON STATE HIGHWAY COMMISSION

SALEM

October 18, 1938.

IN REPLY PLEASE REFER TO FILE NO.

13-A

Mr. Edward Chidsey,
Resident Engineer,
John Day, Ore.

Dear Sir:

It is noted that no constructed line map was submitted with the final records on the John Day-Oliver Ranch Section of the John Day Highway.

It is assumed that the map was retained for use in connection with the Oliver Ranch-Prairie City Section. This is all right but we wish to be assured that the constructed line map has been made. The map should show all changes made during construction such as the final location of buildings, fences, etc., that were made during construction.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
H.N.HACKER

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
W. C. Williams

Form 338—SM—10-37

13-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 8, 193 8

Section John Day-Oliver Ranch — *Kind of work* Prospecting slide

Highway John Day — *Section prefix* 12-1104

Contractor Williams Bros. — *Contract number* special contract 2022

Date of contract ..., 193... — *Date of completion* ..., 193...

Date work started Sept. 10, 193 8 — *Estimated date of completion* Oct. 30, 193 8

Amount of contract . . . . . $ 650.00 — *Per cent of time elapsed* ...%

Estimated cost of completed project, exclusive of engineering . . . . . $ 900.00

Per cent of contract completed, based on total contract price . . . . . 40 %

Engineering cost to date, $..., ...% — *Date project was completed* ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The well drill is down 127 feet on hole No.2 . We are ingravel which was encountered at 122 feet and so far it is mixed with clay so that it will not drain the water from the hole. I have ask the contractor to go on down for a few more feet in hopes that we may strike a flow of water that will drain the water from the well. As we are down to the level of the river we should strike a flow any time. The contractom should finish the hole he is on to-day and move to the third hole to-morrow.

The party has been working all week on the Butte Cr. Summit - Branson Creek survey for stock pile sites.

H. I. Hetrick has been sick all week and Dan Curran reported October 4 as transitman.

E. C. Valade was transfered to A. B. Martin at Redmond October 2.

NOTED
H.N.HACKETT

RECEIVED OCT 1938

Signed Edward Chidsey

Address John Day Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING-Drilling	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	450 feet				
Estimated quantities moved or placed to date	175				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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OCT 6 1938
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

13-CC

OREGON STATE HIGHWAY COMMISSION

SALEM

September 30th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. Baldock has called my attention to the fact that the engineering on the John Day-Oliver Ranch Section amounted to ten per-cent, which seems excessively high for a job completed within the time limit.

I realize that this was a rather tedious job involving a good many irrigation ditches, wet excavation and slides, but it has been customary to hold such work to six percent, and special study should be given in order to hold the cost within six percent in the future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
E. F. Chidsey

#2022

RECEIVED
SEP 29 1938
FOR FILING

7a 13-a

September 29, 1938

Maryland Casualty Company,
Hansen &Bleweland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2022, for the construction of the John Day-Oliver Ranch Section of the John Day Highway in Grant County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 8th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $67,296.05, including the final payment. Of this amount [redacted] for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 8 1938
FOR FILING

Fa. 13-a

#2022

August 30, 1938

Maryland Casualty Company
Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McHutt Bros. on Contract No. 2022, John Day-Oliver Ranch Section of the John Day Highway, in Grant County. This payment will be made on or after September 9, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RA:AM

FORM S-M-1 1930 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

RECEIVED
AUG 21 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 22, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the John Day-Oliver Lunch section of the John Day Highway was satisfactorily completed by McNutt Brothers on July 28, 1938. I am submitting herewith the semi-final estimate and I am forwarding to you by express the supporting records.

With the final records is enclosed a letter from the Resident Engineer explaining reasons for underruns and overruns that occurred. The only variation of importance was in excavation, the final records showing 196,369 yards moved, as compared with the estimate of 178,000. This overrun of 18,000 yards was mostly the removal of the slide materials between Stations 78 and 93. A total of 18,176 yards was removed from the slide after the roadbed had been completed.

The cost is within the approved authorization to date, as an additional authorization was secured for the removal of the slide materials.

In checking the semi-final estimate it will be noted that a duplication of quantities occur between stations 78 and 93. This duplication, as the records will indicate, is for the slide materials removed after the roadbed was completed the first time.

We have not yet received from the contractor executed price agreements covering cement adjustment and purchase of unused culvert pipe, but forms have been forwarded to him for execution and will be sent to your office as soon as returned.

Very truly yours

W. C. WILLIAMS
Division Engineer

C :MA

cc R. H. Baldock
S. H. Probert
J. W. McAllister

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ROSEBURG
H. B. COLBERT, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 6 1938
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OREGON STATE HIGHWAY COMMISSION

August 5th 1938

IN REPLY PLEASE
REFER TO FILE NO.

Fap 13-A

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to the slide on Ore. F.A.P. No. 13-A, John Day-Oliver Ranch Section of the John Day Highway, beg to advise that we moved 20,000 yards from this slide but apparently removed the key which was temporarily holding the slide in place, causing another movement of the slide.

Since the slide involves some 200,000 yards it was thought advisable to release the contractor and prepare to do exploration work. If the slide has to be actually removed it can be done much cheaper by separate contract than it could have been under the existing contract. It is quite probable however, that adequate test holes may indicate drainage tunnel to be the solution.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

Form 388—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FA 13-A

For Week Ending July 30, 1938

Section John Day-Oliver Ranch — *Kind of work* Grading

Highway John Day — *Section prefix* 12-1104

Contractor McNutt Bros. — *Contract number* 2022

Date of contract November 30, 1937 — *Date of completion* Sept. 30, 1938

Date work started Jan. 7, 1938 — *Estimated date of completion* July 28, 1938

Amount of contract . . . . . $63,446.00 — *Per cent of time elapsed* 79.6 %

Estimated cost of completed project, exclusive of engineering $68,286.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 6394.00, ... % — *Date project was completed* July 28, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed July 28, and all equipment has been moved off the job.

Party working on Final estimate.

11 AUG 1938

Signed Edward Chidsey By H. Kelsay

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

WCW:MA
cc R. H. Baldock

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.43				
Miles partially completed					
Miles completed	4.43				
Total estimated quantities	203,000				
Estimated quantities moved or placed to date	205,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

cc R. H. Baldock

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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13-A

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
July 22, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
The Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We were not successful in stabilizing the slide on the John Day-Oliver Ranch Section of the John Day Highway by the flattening of the cutslopes to a flatter slope. We removed some 18,000 cubic yards of overburden, flattening the slopes and providing for a berm at the slippage plane. After the completion of the work, however, the entire slide moved again and a rough estimate reveals that there are approximately 200,000 cubic yards of material in the movement. At the back end of the slide break the ground level has dropped fifteen feet from its original position and a crevice has opened up from 10 to 12 feet wide with the depth undetermined.

I do not believe that we should spend more money on this slide at the present time, as the removal of more material now would probably do no good. I would suggest that the slide be allowed to set for a year or so and if it shows any signs of stabilizing, the excess material that has been pushed into the roadway can be removed when the section is to be oiled. Owing to the fact that the materials can be easily moved by bulldozer, the per yardage cost should not be more than 10¢ or 12¢ per yard and the payment of 20½¢ on the existing contract is too high.

We have graded and graveled a good detour road around the slide and this detour road should be used until further study has been made of the slide and some plan arrived at whereby the fault can be corrected.

The contractor will complete all work on the project within ten days and unless advised by you to the contrary, I shall release the contractor and allow the slide to remain as is and we study it for further developments.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

RECEIVED
JUL 25 1938
F. A. R. Div.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 13
John Day-Oliver Ranch Section
John Day Highway

July 19, 1938

POST OFFICE BUILDING
PORTLAND, OREGON

13

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

For

Apr-34459

Oregon Federal Aid Project No. 13

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 3, 1919, by the State Highway Department of the State of Oregon, and on January 14, 1919, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 13; and

WHEREAS, the plans and specifications previously approved provided for the construction of 7.221 miles of road surfaced with gravel, in Grant County, for which the estimate approved was $143,817.14, and $71,908.57 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $106,177.86, and voucher in the sum of $53,088.93 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Department now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for reconstruction on improved alignment from survey station 41+24.3 (opposite the original western terminus at survey station 0+00) and survey

station 265+70 (originally survey station 234+90), and to extend the project westerly from survey stations 41+24.3 to 31+50, thereby reducing the length of the project from 7.221 miles to 7.207 miles, at an estimated cost of $69,789.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $106,177.86 to $175,966.86, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $53,088.93 to $95,668.93:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Department and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of ninety-five thousand, six hundred sixty-eight and 93/100 dollars ($95,668.93) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

> "(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931."

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 31+50 in the City of John Day and survey station 381+28 in Sec. 13, T. 13 S., R. 32 E., length 7.207 miles, in Grant County, being Oregon Federal Aid Project No. 13, consisting of 7.207 miles of roadway and no bridges of more than 20 feet clear span."

Article III shall read:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of ninety-five thousand, six hundred sixty-eight and 93/100 dollars ($95,668.93), certified to the Secretary of the Treasury as above mentioned, which does not exceed

the authorized Federal pro rata share of one hundred seventy-five thousand, nine hundred sixty-six and 86/100 dollars ($175,966.86), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.

"The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 16th day of May, 1938, and the Secretary of Agriculture on the 5th day of July, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By E. H. Goodrich
Member, State Highway Commission

By F. L. Lou Vella
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By W. M. Keany
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 13.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 13, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $175,966.86 in lieu of the previous actual payment of $53,088.93 as the total estimated cost of said project, and the sum of $95,668.93 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of July one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

FORM 1-M-1 IE 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

13-C

June 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the John Day-Oliver Ranch section of the John Day Highway. This price agreement covers the construction of 1000 cubic yards of rock slope protection at an estimated cost of $1500.

In preparing plans for the project, it was anticipated that there would be sufficient rock in the roadbed excavation for adequate protection where the slopes of embankments spilled into the John Day River. Suitable rock for such work did not materialize in the roadbed excavation and for proper protection, it was necessary to haul the rock from outside the right of way.

Owing to the fact that the contractor must go a considerable distance away from the highway and blast the required rock from solid formation, haul the same to the point of deposit, the price of $1.50 per cubic yard is not out of line.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 23 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

13-R

May 21, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith extra work order No. 1 on the John Day-Oliver Ranch Section, John Day Highway in Grant County.

This work order in the amount of $137.50 is to cover removing and replacing of pipe lines for domestic and irrigation purposes, as called for in right of way agreements.

No additional project authorization is required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE

(Stencil #28) BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 13

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1938

RECEIVED
MAY 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 13
John Day-Oliver Ranch section
John Day Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Baldock ✓

April 23rd, 1938

Cost Analysis to April 10th, 1938
John Day Highway
John Day-Oliver Ranch Section
McNutt Bros., Contractors
E. F. Chidsey, Resident Engineer

7 a 12-C

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,114.55				$1,000.00
Trench Excavation	192.00	256 cu. yd.	0.75	0.80	204.80
Common "	12,352.86	95,640 cu. yd.	0.13	0.205	19,606.20
Solid Rock "	2,700.00	9,000 cu. yd.	0.30	0.205	1,845.00
Overhaul	1,334.70	133,470 yd. sta.	0.01	0.01	1,334.70
Truck Haul	1,400.00	14,000 yd. mi.	0.10	0.10	1,400.00
12" Corr. Iron Siphon Pipe	60.00	40 lin. ft.	1.50	2.00	80.00
18" Concrete Pipe	819.00	390 " "	2.10	2.25	877.50
24" " "	569.25	207 " "	2.75	2.90	600.30
24" " " Siphon	147.90	51 " "	2.90	3.15	160.65
Salvaging Culvert Pipe	86.50	173 " "	0.50	0.50	86.50
	$20,776.76				$27,195.60

Gross Revenue	$27,195.60
Total Cost	20,776.76
Net Profit	$6,418.84

Net Profit Equals 23.6% of Gross Revenue

NOTED
[illegible] Highway Engineer

Detail of Cost

Labor:

Supervision		$674.84	
Labor		5,754.37	
State Industrial Accident Insurance		417.90	
Social Security & Unemployment Insurance		257.17	
			$7,104.28

Materials:

18" Concrete Pipe	390 lin. ft.	at	1.68	$655.20	
24" " "	207 " "	"	2.23	461.61	
24" " Siphon Pipe	51 " "	"	2.23	113.73	
12" Corr. Iron Siphon Pipe	40 " "	"	1.18	472.00	
12" Corr. Iron Siphon Pipe Bands	1 each	"	1.40	1.40	
Cement	8 sacks	"	1.00	8.00	
					$1,711.94

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$8,085.00	
Gas, Oil & Grease		1,870.00	
Small Tools, Supplies & Misc.		465.00	
Moving In		600.00	
Miscellaneous Expense		124.66	
Bond	1% of Gross Revenue	271.96	
Home Office	2% " " "	543.92	
			$11,960.54

Total Cost $20,776.76

John Day-Oliver Ranch Section

REMARKS:

This contract consists of the grading and topping of 4.43 miles of roadway. It was bid on November 30th, 1937, and work was started January 7th, 1938. Up to April 10th, about 45% of the contract had been completed.

The contractor bid the 150,000 cubic yards of common and the 28,000 cubic yards of solid at a flat price of $0.205 per cubic yard. All of the excavation moved to date has been done with scrapers and dozers and from present indications, it is quite certain that the total remaining quantity can be moved in the same manner. The solid has been loosened by rippers with no great difficulty. The excavation work has been performed in a very efficient manner in spite of considerable adverse weather.

The job was bid low. The contractor will probably continue to profit on excavation, but will do well to break even on other bid items. A loss can be anticipated on the filler item as the contractor bid only $0.10 per cubic yard for a 1,000 cu. yd. quantity, but it is doubtful if this much will be needed.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
APR 15 1938
FOR FILING
1a 13-a

#2022

April 14, 1938

The Terms Company,
Seattle, Washington.

Attention: W. A. Smith.

Gentlemen:

In reply to your inquiry of April 13th you are advised that the contract which McDutt Bros., have in Grant County, Oregon, is our No. 2022, and is known as the John Day-Oliver Ranch Section of the John Day Highway, consisting of 4.43 miles of grading and topping. Completion date is Sept, 30, 1938 and the amount of the contract and bond is $63,446.00.

The bond furnished in connection with the above contract was written by the Maryland Casualty Company for whom Hansen & Rowland, Inc., who have offices in the Washington Bldg., Tacoma, Washington, are resident agents.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

#2022

RECEIVED
APR 14 1938
STATE ... COMMISSION

THE TEXAS COMPANY

(A CALIFORNIA CORPORATION)

TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDITMAN

628 REPUBLIC BUILDING
SEATTLE, WASHINGTON

April 13, 1938

State Highway Department

Salem, Oregon

Gentlemen:

Will you kindly advise us the contract number and the bonding company covering the contract held by McNutt Brothers for the road contract at John Day, Oregon?

Enclosed is self-addressed, stamped envelope for your convenience in replying, and we wish to express our appreciation for this information.

Very truly yours,

THE TEXAS COMPANY

W. A. SMITH

HET:CP

FILED

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. S. [illegible], SECRETARY

RECEIVED
APR 4 1938
FOR FILING

RECEIVED
MAR 30 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
March 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

13-a

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith order for state force work on the John Day-Oliver Ranch section requesting second authorization of $40.00 for the moving of right of way fence.

In the moving of right of way fence as stipulated in options it was found necessary to replace a great many of the existing fence materials and a portion of the fence was through heavy brush, which required a considerable amount of clearing in order to properly place the fence on the right of way line.

For these reasons, the reconstruction of this fence, which was practically all woven wire type, cost approximately $1.00 per rod.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

7

FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the John Day-Oliver Ranch Section, F. A. Project No. 13-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 13-A

JOHN DAY-SILVER RANCH SECTION OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.

Salem, Oregon, February 3, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 106,177.86
Federal Aid Paid, Roadwork	$ 53,088.93
Length	7.221 miles

NEW WORK

Work Within Limits of John Day
(Sta. 31+50 to 43+24.3)

All Required		Clearing and Grubbing		$ 41.00
130	cu. yds.	Trench Excavation	$ 0.80	104.00
2,800	cu. yds.	Common Excavation	0.205	574.00
30	cu. yds.	Solid Rock Excavation	0.205	6.15
7,000	yd. sta.	Overhaul	0.01	70.00
5,800	yd. mi.	Truck Haul	0.10	580.00
0.18	mile	Finishing Roadbed and Slopes	200.00	36.00
600	lin. ft.	Rounding Cutbanks	0.08	48.00
110	lin. ft.	24" Concrete Pipe	2.90	319.00
80	lin. ft.	18" Concrete Siphon Pipe	2.50	200.00
330	lin. ft.	Salvaging 3" Water Pipe	0.25	82.50
6	cu. yds.	Class "A" Concrete	24.00	144.00
1,000	cu. yds.	Selected Roadbed Topping	0.25	250.00
2,000	yd. mi.	Hauling Roadbed Topping	0.10	200.00
100	cu. yds.	Filler	0.10	10.00
200	yd. mi.	Hauling Filler	0.10	20.00
50	M-Gal.	Sprinkling	1.00	50.00
		Subtotal		$ 2,734
		10% Engr. & Cont.		273
		Total		$ 3,007

Length	0.184 mile
Cost per mile	$ 16,342

Entry Onaida City
(Sta. 41+24.3 to 265+70)

All Required		Clearing and Grubbing		$ 959.00
1,470	cu. yds.	Trench Excavation	$ 0.80	1,176.00
147,200	cu. yds.	Common Excavation	0.205	30,176.00
27,970	cu. yds.	Solid Rock Excavation	0.205	5,733.85
203,000	yd. sta.	Overhaul	0.01	2,030.00
42,200	yd. mi.	Truck Haul	0.10	4,220.00
4.25	miles	Finishing Roadbed and Slopes	200.00	850.00
12,400	lin. ft.	Rounding Cutbanks	0.08	992.00
40	lin. ft.	12" Corr. Iron Siphon Pipe	2.00	80.00
24	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	72.00
700	lin. ft.	18" Concrete Pipe	2.25	1,575.00
180	lin. ft.	24" Concrete Pipe	2.90	522.00
170	lin. ft.	36" Concrete Pipe	7.00	1,190.00
120	lin. ft.	18" Concrete Siphon Pipe	2.50	300.00
370	lin. ft.	24" Concrete Siphon Pipe	3.15	1,165.50
360	lin. ft.	Salvaging Culvert Pipe	0.50	180.00
50	cu. yds.	Class "A" Concrete	24.00	1,200.00
150	cu. yds.	Class "B" Concrete	26.00	3,900.00
22,000	lbs.	Metal Reinforcement	0.06	1,320.00
7,000	cu. yds.	Selected Roadbed Topping	0.25	1,750.00
7,000	yd. mi.	Hauling Roadbed Topping	0.10	700.00
900	cu. yds.	Filler	0.10	90.00
1,800	yd. mi.	Hauling Filler	0.10	180.00
350	M-Gal.	Sprinkling	1.00	350.00
		Subtotal		$ 60,711
		10% Engr. & Cont.		6,071
		Total		$ 66,782

Length 4.251 miles
Cost per mile $ 15,709

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (31+50 to 41+24.3)	$ 3,007	$ 1,835	$ 1,172
Roadway (41+24.3 to 265+70)	66,782	40,745	26,037
	$ 69,789	$ 42,580	$ 27,209

State Funds for Constructions: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

FORM S-M-1 1000 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
FEB 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON

February 21, 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 2[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have been presented with an invoice by the West Coast Power Co. in the amount of $449.09 for the moving of eight poles which were on private right of way on the John Day-Oliver Ranch section.

Although Mr. Devers did not definitely state that the State would be obligated to pay the moving costs, he did indicate that if the poles were occupying private right of way with the permission of the owner, that the State would need to pay the costs. We instructed the power company to move the poles in order that the contractor might proceed with grading work, but no definite understanding was made as to who would pay the costs.

Assuming that the State will be obligated for this charge, it is my thought that the invoice as submitted by the power company is out of line. I am not questioning the cost of the work and materials, which I consider reasonable. You will note, however, that the total cost of the work performed is $345.61, which includes $152. for labor, $172.97 net cost of materials after deducting salvage, and $20.04 for transportation, Social Security, payroll tax, etc. To this $345.61 they have added a total of $103.48 consisting of 10% contingency on both labor and material and 15% overhead charge on all. This $103.48 represents 30% of the total cost of the work performed and this amount seems excessive.

I am not approving the invoice and I would suggest that the matter be taken up with the power company with the request that this contingency and overhead charge be reduced to something within reason.

I am enclosing herewith four copies of the invoice together with a detailed estimate of the work prepared in advance of the construction.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

13-2

December 1, 1937

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 30, 1937 awarded you the contract for 4.43 miles grading on the John Day-Oliver Ranch Section of the John Day Highway in Grant County. This award was based on your low bid of $63,446 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 13-A

RECEIVED
DEC 2 - 1937
OREGON POST OFFICE BUILDING
STATE HIGHWAY COMMISSION SALEM, OREGON

November 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 13-A, John Day-Oliver Ranch section of John Day Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District ~~Engineer~~

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 13-A

RECEIVED
DEC 2 - 1937
OREGON POST OFFICE BUILDING
STATE HIGHWAY COMMISSION OREGON

November 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 13-A, John Day-Oliver Ranch section of John Day Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Filed

November 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of November 18th relative to the John Day-Oliver Ranch Project (FA-13).

There appears to be some misunderstanding of the procedure proposed to be followed in the selecting of the coarser materials for the bottom course and the finer materials for the top course. The material will be practically the same for both courses, the only difference being that if the gravel in the deposit is not uniform in size throughout, the gravel for the bottom course will be taken from the portion of the deposit which contains the larger material, and the material for the top course will be taken from the part of the deposit which contains the smaller material. In both cases, the material will be densely graded pit-run material, and in neither case will the material be of open grading such as might require the use of a cushion course of sand to prevent an infiltration of clay.

A screen analysis of the material available from the deposit proposed to be used is being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 19 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers submitted for Oregon Federal Aid Project No. 13, John Day-Oliver Ranch section, bids for which will be opened November 30th.

On page 17 of the special provisions, it is stated gravel shall be obtained from gravel deposit adjacent to Station 125.

Due to the clayey condition of portions of the road and to the fact that the special provisions require as far as possible the selection of the coarser materials in the bottom layer, it has been suggested that the bottom layer of coarse gravel will be relatively open and subject to penetration of clay subsoil, and suggesting a layer of sand or fine gravel under the open gravel base. We would appreciate your comments, and also it is requested that tests of this gravel be submitted, particularly the screen tests of the pit to be used.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 7a13-A

November 13, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for reopening Oregon Federal Aid Project 13-A, the John Day-Oliver Ranch Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The box culvert plans have been recommended as satisfactory for advertising but have not been given a detailed check. Our approval is subject to the condition such changes be made as our check shows to be necessary.

It is noted that there are some minor changes in location since approval of the project statement; also the westerly terminus of the original project statement is not absolutely fixed. There remains some 6-1/2 miles between the west end of this project and the east end of Federal Aid Project 92 not on any project. It is suggested, therefore, that a revised project statement and sketch map be submitted for approval, the revision to consist of showing the changes in alignment caused by the new construction and also extending the project to a connection with FAP 92.

We believe that when a higher type of surfacing is constructed that footpaths should be constructed for the portion within the limits of the municipality.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FILED
FOR FILING

November 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 11 for the John Day-Oliver Ranch Section, Federal Aid Project No. 13-A.

The page number 11 in the bid proposals sent to you previously gives incorrect drawing numbers for the standard culvert plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FOR FILING

FA 13-A

November 8, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the John Day-Oliver Ranch Section, F. A. Project No. 13

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 13-A

JOHN DAY-OLIVER RANCH SECTION OF

THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, November 8, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 106,177.86
Federal Aid Paid, Roadwork	$ 53,088.93
Length	7.221 miles

NEW WORK

Work Within City of John Day
(Sta. 31+50 to 41+34.3)

All Required		Clearing and Grubbing		$ 100.00
130	cu. yds.	Trench Excavation	$ 1.00	130.00
2,800	cu. yds.	Common Excavation	0.30	840.00
30	cu. yds.	Solid Rock Excavation	0.65	19.50
7,000	yd. sta.	Overhaul	0.015	105.00
5,800	yd. mi.	Truck Haul	0.12	696.00
0.18	mi.	Finishing Roadbed and Slopes	300.00	54.00
600	lin. ft.	Rounding Cutbanks	0.10	60.00
110	lin. ft.	24" Concrete Pipe	3.50	385.00
80	lin. ft.	18" Concrete Siphon Pipe	2.75	220.00
330	lin. ft.	Salvaging 3" Water Pipe	0.60	198.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
1,000	cu. yds.	Selected Roadbed Topping	0.30	300.00
2,000	yd. mi.	Hauling Roadbed Topping	0.12	240.00
100	cu. yds.	Filler	0.40	40.00
200	yd. mi.	Hauling Filler	0.12	24.00
50	M-Gal.	Sprinkling	1.50	75.00
		Subtotal		$ 3,636
		10% Engr. & Cont.		363
		Total		$ 3,999

Length 0.184 mile
Cost per mile $ 21,733

Work Outside City
(Sta. 41+24.3 to 265+70)

All Required		Clearing and Grubbing		$ 900.00
1,470	cu. yds.	Trench Excavation	$ 1.00	1,470.00
147,200	cu. yds.	Common Excavation	0.30	44,160.00
27,970	cu. yds.	Solid Rock Excavation	0.65	18,180.50
203,000	yd. sta.	Overhaul	0.015	3,045.00
42,200	yd. mi.	Truck Haul	0.12	5,064.00
4.25	miles	Finishing Roadbed and Slopes	300.00	1,275.00
12,400	lin. ft.	Rounding Cutbanks	0.10	1,240.00
40	lin. ft.	12" Corr. Iron Siphon Pipe	1.75	70.00
24	lin. ft.	18" Corr. Iron Siphon Pipe	2.75	66.00
700	lin. ft.	18" Concrete Pipe	2.50	1,750.00
180	lin. ft.	24" Concrete Pipe	3.50	630.00
170	lin. ft.	36" Concrete Pipe	5.50	935.00
120	lin. ft.	18" Concrete Siphon Pipe	2.75	330.00
370	lin. ft.	24" Concrete Siphon Pipe	3.75	1,387.50
360	lin. ft.	Salvaging Culvert Pipe	0.60	216.00
50	cu. yds.	Class "A" Concrete	25.00	1,250.00
150	cu. yds.	Class "D" Concrete	25.00	3,750.00
22,000	lbs.	Metal Reinforcement	0.07	1,540.00
7,000	cu. yds.	Selected Roadbed Topping	0.30	2,100.00
7,000	yd. mi.	Hauling Roadbed Topping	0.12	840.00
900	cu. yds.	Filler	0.40	360.00
1,800	yd. mi.	Hauling Filler	0.12	216.00
350	M-Gal.	Sprinkling	1.50	525.00
		Subtotal		$ 91,300
		10% Engr. & Cont.		9,130
		Total		$100,430

Length 4.251 miles
Cost per mile $ 23,625

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (31+50 to 41+24.3)	$ 3,999	$ 957	$ 3,042
Roadway (41+24.3 to 265+70)	100,430	24,043	76,387
	$ 104,429	$ 25,000	$ 79,429

13 A

October 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 23rd requesting a revision in the 1938 regular Federal Aid program by withdrawing F.A.P. 92, Grant County, consisting of 6.88 miles of regrading and oil on the John Day Highway between Dayville and Mt.Vernon, estimated to cost $100,000, Federal funds $61,000, and to use the funds thus released for a project farther east on the same highway. The new project to be described as follows:

> F.A.P. 13 - Grant County - 4.43 miles grading and gravel topping from the town of John Day East - total estimated cost $100,000, Federal funds requested $61,000.

We are today advised that the withdrawal of F.A.P. 92 and the addition of F.A.P. 13 are approved as minor revisions of the Oregon program of 1938 regular Federal Aid highway funds, and appropriate notations should be made in your program records.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT #2023, SEE: CONTRACT #1782

5

2023 SEE: Contract 1782

CONTRACT# 2024

13-1204 Poison Creek Sec., John Day- 1937
Burns Hwy.
2024

WALTER F. CLINE
AGENT
UNITED STATES FIDELITY AND GUARANTY COMPANY
TELEPHONES: OFFICE AT. 9508 - HOME TR. 3228
615 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 7 - 1938
STATE HIGHWAY COMMISSION

13-12-4

June 6th, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: Babler Bros. Contract No. 2024 for the construction of Poison Creek Sec. of the John Day-Burns Highway in Harney Co.,

We acknowledge receipt of your letter of June 4, 1938 in which you state it is your intention to make final payment to the above contractors for work completed on this project, this payment to be made on or about June 14, 1938,and we hereby consent to such payment being made as indicated.

Yours vary truly,

United States Fidelity and Guaranty Co.,

Walter F. Cline,

By Walter F. Cline, Agent.

RECEIVED
JUN 6 1938
FOR FILING

#2024

June 4, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2024 for the construction of the Poison Creek Section of the John Day-Burns Highway in Harney County, has been completed by the contractors, Babler Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 14, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,880.51, including the final payment. Of this amount $219.35 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

13-1204

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Poison Creek resurfacing and rock production project on the John Day-Burns Highway was satisfactorily completed by Babler Brothers on May 5, 1938.

The total cost of the project as indicated by the semi-final estimate is $13,651 as compared with the project authorization of $14,135.

We made some adjustment of materials on the project in that 6700 cubic yards were placed on the road instead of 5000 cubic yards as called for in the preliminary. To offset this amount, only 1000 cubic yards were stockpiled instead of 2500. So many soft spots developed in the roadbed during construction that it appeared advisable to place more material on the roadbed instead of in stockpile. If it had been placed in stockpile, it would have been immediately necessary for maintenance forces to place the rock and as the cost per contractor's bid was only 28¢ per cubic yard, the most economical course was to place it under the contract.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R H. Baldock
S. H. Probert

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 9, 1938

13-1204

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 1 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith extra work order No. 2 on the Poison Creek resurfacing project in Harney County. This work order is to cover preparation of stock-pile site on the project.

Additional project authorization will not be required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:mA
enc.

cc R. H. Baldock

Form 338—SM—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 7,1938, 193...

Section Poison Creek — *Kind of work* Resurfacing & Rock Production

Highway John Day-Burns — *Section prefix* 13-1204

Contractor Babler Bros. — *Contract number* 2024

Date of contract Nov.30, 1937 — *Date of completion* June 15, 1938

Date work started Jan.9, 1938 — *Estimated date of completion* May 5, 1938

Amount of contract . . . . . $ 12350.00 — *Per cent of time elapsed* 80 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13000.00

Per cent of contract completed, based on total contract price . . . . . 98 %

Engineering cost to date, $ 750.00, ... % — *Date project was completed* May 5,1938, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project completed by the contractor on Thursday .

RECEIVED
MAY 1939

158 of 197 days

Signed L. R. Chandler

Address Burns,Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

FORM S-M-1 1950 8-57

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.09			
Miles partially completed					
Miles completed		7.09			
Total estimated quantities		6701	1002.5		
Estimated quantities moved or placed to date		6701	1002.5		
Average daily quantities					
Average daily quantities necessary to complete project on time		0.0	0.0		
Number shifts per day		2	2		
Hours per shift		8	8		
Average force on project for week		17			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Harney COUNTY	Malheur COUNTY	Mult. COUNTY	____ COUNTY	OTHER SOURCES		
Men	3	1	2		9	2	17
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-M-1 1500 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 17, 1938

IN REPLY PLEASE REFER TO FILE No.

13-10-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for extra work No. 1 in the amount of $85.00, an order for state force work in the amount of $50, on the Poison Creek- Resurfacing and Rock Production Project, John Day-Burns Highway in Harney County.

This bridge has been constructed on a flat grade, whereas the adjacent highway grade is approximately 1½ per cent. In addition, the bridge was constructed without super. These two conditions result in a bad traffic situation and it would appear to me that it should be corrected prior to resurfacing of the project.

Additional project authroization will not be required as this work can be done with contingency money.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCs:hA
enc.

cc R. H. Baldock

RECEIVED
JAN 3 1938
FOR FILING

13-1204

December 31, 1937

BARLER BROS.
1656 S. E. Sixth Street
Portland, Oregon

Gentlemen:

We are forwarding to you today by express one fully executed copy of Contract No. 2024 which was awarded to you on November 30 by the Oregon State Highway Commission for 7.09 miles Crushed Rock Resurfacing and Rock Production on the Poison Creek Section of the John Day-Burns Highway, in Harney County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
DEC 9 1937
FOR FILING
13-1204

December 8, 1937

BAEHLER BROS.
1636 S.E. Sixth
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2024 which was awarded to you on November 30, 1937, by the Oregon State Highway Commission, covering the crushed rock resurfacing and rock production on the Poison Creek Section of the John Day-Burns Highway, in Harney County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send a fully executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page entitled ADDITIONAL SPECIAL PROVISIONS immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MSL

December 1, 1937

Babler Bros.
1636 S. E. 6th
Portland, Oregon

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for 7.09 miles resurfacing and furnishing of 2,500 cu. yds. crushed rock in stock piles for the Poison Creek Section of the John Day-Burns Highway in Harney County. This award was based on your low bid of $12,850 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. Probert

CONTRACT# [redacted]2025

FAP 131-I Sardine Creek Bridge Section,
Pacific Highway.

2025

1937

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

131-2

Nov. 4, 1938

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
1938
COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: W. O. Widdows

Dear Sir:

Stakes for the Federal Aid posts have been set for the Sardine Creek Bridge Project. F.A.P. 131-F, Contract No. 2015.

Very truly yours,

K. D. LYTLE
Division Engineer

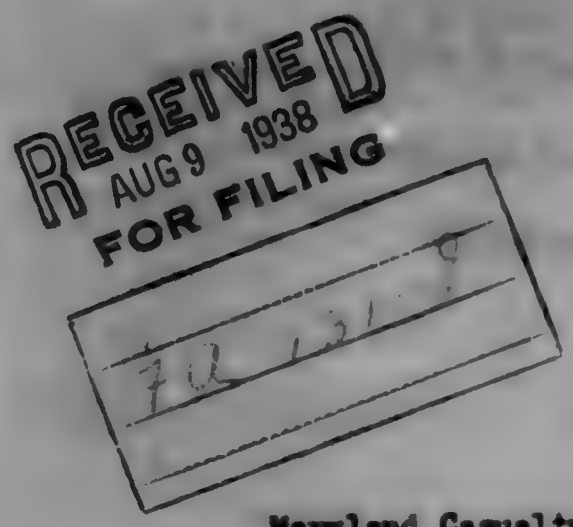
By:

R. B. Sipprell
Office Engineer

RBS:C

cc: Baldock

#2025



August 4, 1938

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2025 for the construction of a bridge over Sardine Creek near Gold Hill on the Pacific Highway in Jackson County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 15, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge refeipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,099.31, including the final payment. Of this amount $264.90 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 28
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE
H. S. BLAIKNER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
SALEM

131-C

IN REPLY PLEASE REFER TO FILE NO.

July 25, 1938

RECEIVED
JUL 29 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

Enclosed is the semi-final estimate on the Sardine Creek bridge, contract 2025, together with bills and payrolls for extra work orders #1 and #2.

We are, also, enclosing Price Agreement #1 covering the cement adjustment.

Frank Moore advises that the computations and plans were sent directly to your office.

Very truly yours,

K. D. LITTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

#2025

FORM S-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 19 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

131-9

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 13, 1938

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Mountain States Construction Company completed work on the Sardine Creek Bridge, Contract No. 2025, on May 26, 1938.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
W. A. Reeves
Office Engineer

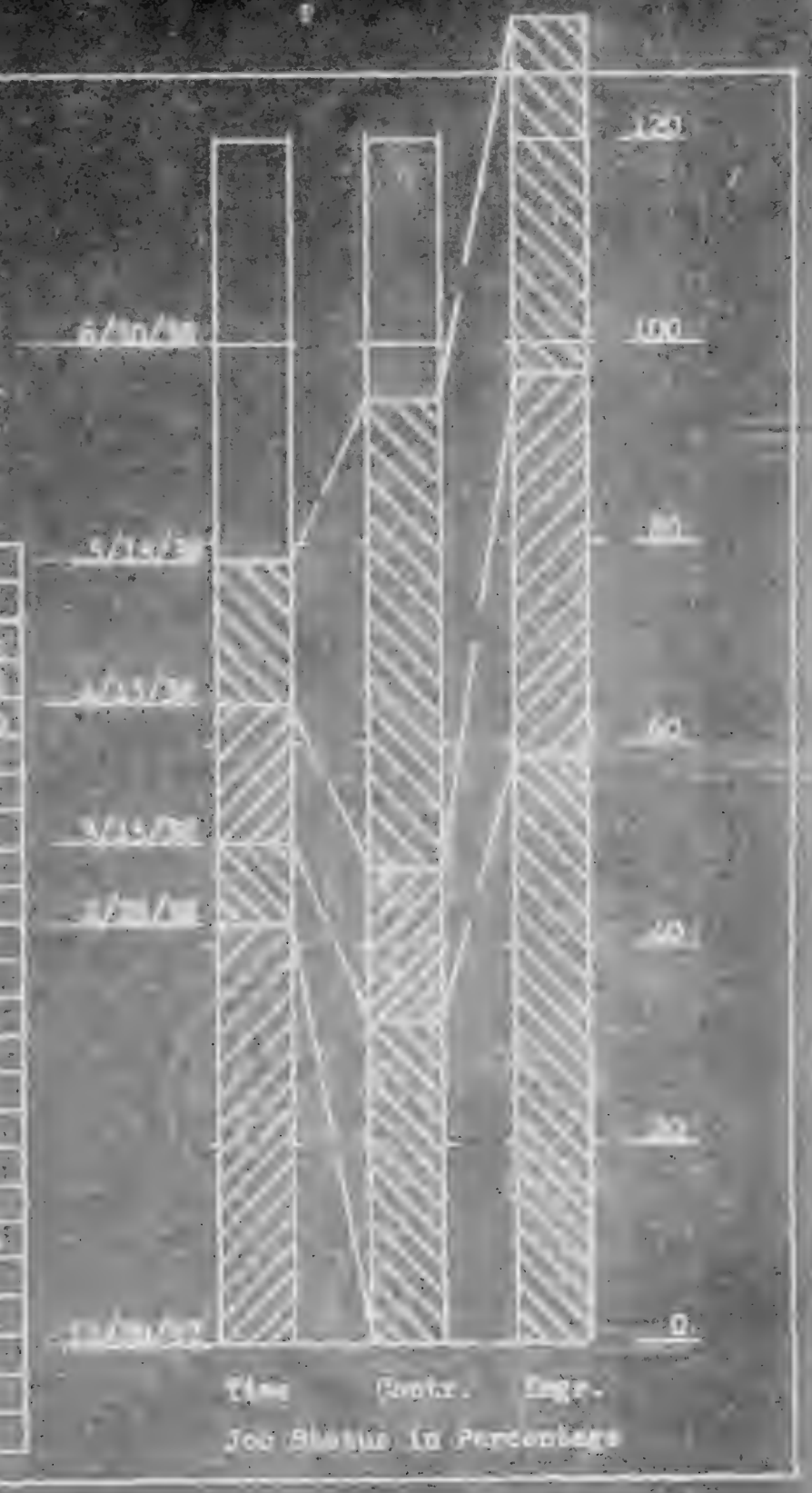
CAG:CM

APPROVED BY HIGHWAY COMMISSION
DATE June 14, 1938
Secretary

PROJECT _ _ Hardins Creek Bridge Section _ _ _ _ _ _ _ _ _ _ _ _ _
DESCRIPTION_ 130' RC Girders, 22' Highway Roadbed._ _ _ _ _ _ _ _
CONTRACTOR _Mountain States Construction Co._ _ _ _ _ _ _ _ _ _
RESIDENT ENGINEER_ Frank Hoyt_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
CONTRACT AMOUNT_ $14,[illegible] _ _ _ _ _ Over $950.00 _ _ _ _
DATE OF CONTRACT_ November 10, 1937_ _ _ _ _ _ _ _ _ _ _ _ _ _
WORK BEGUN _
COMPLETION DATE_ June 30 1938_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
DATE COMPLETED _
JUNE 1938 CONTRACT [illegible] F.A.P. 151_ _ _ _ _ _ _ _ _ _ _ _

CONSTRUCTION DATA

Contractor's Estimate			Partnership		To Complete	
No.	Date	Amount	To Date	Amount	To Date	Contract	Date
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 131-2

RECEIVED
JUN 9 - 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 131-I, Sardine Creek Bridge, was made by a representative of this office on May 27, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JUN 7 - 1938
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Oregon FAP 131-I
Sardine Creek Section,
Pacific Highway.

June 6, 1938

131-2

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ay. 33876

Form P. R. 2

Federal Aid

State Oregon

Project No. 331-F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of April, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of revised May, 1939, a project statement, which was approved by the Secretary on the 29th day of June, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, six hundred twenty and no/100

dollars ($ 9,620.00) as the share of the United States payable under said act on account of Section I of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 597+04.9 and survey station 601+36.6, all in the SE 1/4, Sec. 17, T. 36 S., R. 3 E., W.M.

, length 0.081 of a mile, in Jackson County, being Section 1 of Oregon Federal Aid project No. 131, consisting of 0.057 of a mile of roadway and 1 bridge, each of more than 20 feet clear span, 0.024 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I of said project shall not in any event exceed the sum of nine thousand, six hundred twenty and no/100 dollars ($ 9,620.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, seven hundred sixty and no/100 dollars ($ 15,760.00), the approved total estimated cost of Section I of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18th day of May, 1938.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Lemming
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 131-I, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 15,760.00 as the total estimated cost of said project, and the sum of $ 9,620.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of May one thousand nine hundred and thirty-eight.

SECRETARY OF AGRICULTURE,

By W. C. Tracy
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4830

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE REFER TO FILE NO.

IN REPLY PLEASE REFER TO FILE NO.

April 16, 1938

131-A

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am sending herewith for your consideration, Order For Extra Work on the Sardine Creek Bridge, Contract No. 2025.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:LF

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

(Stencil #28) BUREAU OF PUBLIC ROADS

DISTRICT No. 1

RECEIVED
APR 7 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 131-I
Sardine Creek section
Pacific Highway

April 5, 1938

131-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

PROJECT _____

DESCRIPTION _____

CONTRACTOR _____

RESIDENT ENGINEER _____

CONTRACT AMOUNT _____

DATE OF CONTRACT _____

WORK BEGUN _____

COMPLETION DATE _____

DATE COMPLETED _____

FUNDING _____

CONSTRUCTION DATA

No.	Date	Item	Unit	Quantity		Unit Price	Amount

100
80
60
40
20
0
Time
Contr.
Empr.
Job Status in Percentage

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 4 1938

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

March 2, 1938

131-7

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

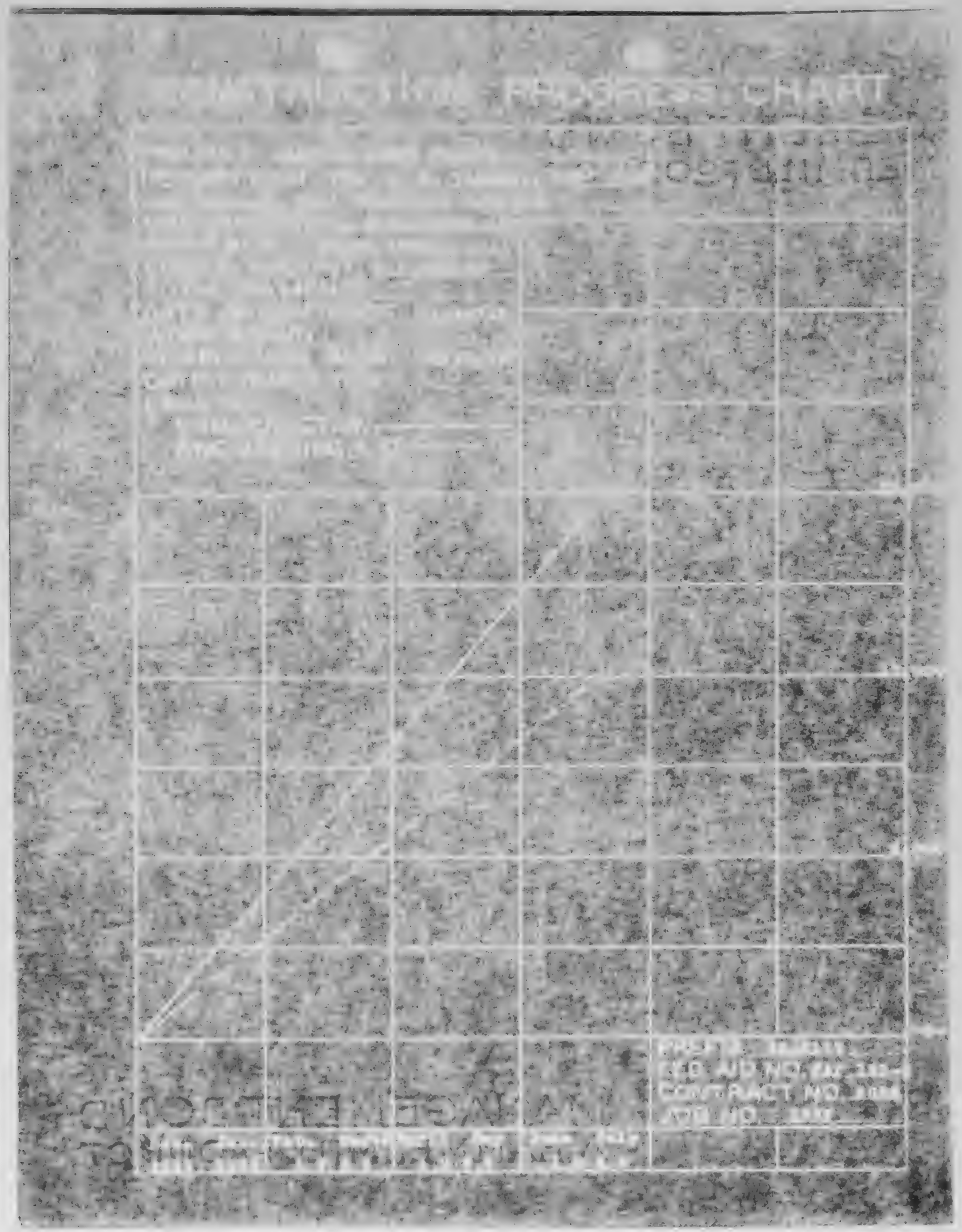
I am returning herewith, approved, the subcontract between the Mountain States Construction Company and Reeve & Strawn for placing reinforcing steel in the Sardine Creek Bridge, contract No. 2025.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF



RECEIVED
FEB 26 1938
FOR FILING

121

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sardine Creek Bridge Section, F. A. Project No. 43L-1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EM

Encl.

Oregon State Highway Department — Federal Aid Project No. 151-I

BARDINE CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1938

Roadway (Sta. 597+04.9 to Sta. 601+36.6)

All Required		Clearing and Grubbing		$ 100.00
1,300	cu. yds.	Embankment in Place	$ 0.40	520.00
.06	mile	Furnishing Roadbed and Slopes	500.00	30.00
550	cu. yds.	Gravel Base	0.50	275.00
160	cu. yds.	Rock Surfacing	2.50	400.00
70	cu. yds.	Filler	0.50	35.00
40	yd. mi.	Hauling Filler	0.20	8.00
50	M-Gal.	Sprinkling	0.50	25.00
		Subtotal		$ 1,393
		10% Engr. & Cont.		139
		Total		$ 1,532

Bridge

125	cu. yds.	Structural Excavation	$ 3.00	$ 375.00
10	cu. yds.	Structural Excavation Below Plans	3.00	30.00
290	cu. yds.	Class "B" Concrete	21.00	6,090.00
60,000	lbs.	Metal Reinforcement	0.053	3,180.00
280	lin. ft.	Concrete Handrail	4.50	1,260.00
All Required		Detour Bridge		1,600.00
All Required		Removal of Old Bridge		400.00
		Subtotal		$ 12,935
		10% Engr. & Cont.		1,293
		Total		$ 14,228

Length of Roadway	.057 mile
Length of Bridge	.024 mile
Total Length	.081 mile
Cost per mile, Roadway	$ 26,877

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 1,532	$ 935	$ 597
Bridge	14,228	8,685	5,543
	$ 15,760	$ 9,620	$ 6,140

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

Oregon State Highway Department — Federal Aid Project No. 131-I

JACKSON CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 10, 1937

Roadway (Sta. 597+34.9 to Sta. 601+36.6)

All Required		Clearing and Grubbing		$ 200.00
1,300	cu. yds.	Embankment in Place	$ 0.35	455.00
.06	mile	Finishing Roadbed and Slopes	350.00	21.00
550	cu. yds.	Gravel Base	0.50	275.00
160	cu. yds.	Rock Surfacing	2.00	320.00
70	cu. yds.	Filler	0.50	35.00
40	yd. mi.	Hauling Filler	0.20	8.00
50	M-Gal.	Sprinkling	2.00	100.00
		Subtotal		$ 1,414
		10% Engr. & Cont.		141
		Total		$ 1,555

Bridge

125	cu. yds.	Structural Excavation	$ 4.00	$ 500.00
10	cu. yds.	Structural Excavation Below Plans	6.00	60.00
290	cu. yds.	Class "D" Concrete	21.00	6,090.00
60,000	lbs.	Metal Reinforcement	0.06	3,600.00
280	lin. ft.	Concrete Handrail	5.00	1,400.00
All Required		Detour Bridge		1,500.00
All Required		Removal of Old Bridge		500.00
		Subtotal		$ 13,650
		10% Engr. & Cont.		1,365
		Total		$ 15,015

Length of Roadway	.057 mile
Length of Bridge	.024 mile
Total Length	.081 mile
Cost per mile, Roadway	$ 19,197

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 1,355	$ 949	$ 406
Bridge	15,015	9,161	5,854
	$ 16,370	$ 10,110	$ 6,460

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

W. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 13 1938
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

January 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. PAXSON

NOTED
State Highway Engineer

Dear Sir:

I have had a letter from the Mountain States Construction Company advising me that they will probably not start work on the Sardine Creek Bridge before February 1st and I would be pleased to have you advise as to what I should do with Frank Moore pending the start of this job.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock

FORM S-A-1 SM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 27 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

131-2

IN REPLY PLEASE REFER TO FILE NO.

Dec. 24, 1937

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

I am attaching hereto "Order For State Force Work" covering the moving of one of the California Oregon Power Company's poles approximately twenty-five feet westerly from its present location. This pole interferes with the construction of our detour on the Sardine Creek Bridge Section, prefix 16-1117.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

December 4, 1937

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No 2025 which was awarded to you on November 30, 1937, by the State Highway Commission, covering construction of a bridge over Sardine Creek, near Gold Hill, on the Pacific Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. . When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page 24 immediately preceding the yellow printed pages of SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, etc.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

131-J

December 1, 1937

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for a 130 lineal feet concrete viaduct and roadbed on the Sardine Creek Bridge Section of the Pacific Highway in Jackson County. This award was based on your low bid of $14,326 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Pexson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 2 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 131-9

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 131-I, Sardine Creek Bridge section of Pacific Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FILED
FOR FILING
131-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. HL 131-2

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 131-I, the Sardine Creek Section of the Pacific Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 10, 1937

IN REPLY PLEASE REFER TO FILE NO.

131 d

Mr. L. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

NOTED
State Highway Engineer

As requested, we are sending you under separate cover white print of vicinity map of Sardine Creek Bridge, upon which has been sketched in red Martin's proposed location of detour road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H. Baldock

H. B. GLAISYER, SECRETARY
...ON ALTE' JACKSONVILLE
...HENDRICH, PENDLETON
...L. TOU VELLE, JACKSONVILLE
...ELL, CHAIRMAN, PORTLAND
H. B. GLAISYER, SECRETARY

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Correct
Right of Way
Section

November 9, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. SMITH

Dear Sir:

Resident Engineer Gall has contacted the power company relative to the power pole which must be moved to clear the detour at the Sardine Creek Bridge and reports that service can be furnished from this line for lighting the detour. As to the removal of the pole, the company is rather reluctant to move it as it is a high tension line and they state that service would be disrupted for some time during the moving operations.

If you will send us a print of the vicinity map tracing on which Martin sketched the detour so that we can locate the position of the pole with regard to the detour road, we will contact the power company further with a view to having the pole moved.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDO
cc--R. H. Baldock

131 L

November 10, 1937

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

After seeing the plans for the Sardine Creek line change and noting how closely the new alignment and new grade conforms with the alignment and grade of the existing pavement, we have concluded that it will be best to use the asphaltic concrete type of pavement on the approaches.

On account of the small tonnage involved, the specifications are being written with the view of having the asphaltic concrete placed by state forces.

The foregoing arrangement meets with the approval of Mr. Baldock and Mr. Smith, as well as myself.

Very truly yours,

Office Engineer

SHP:ER

FORM S-A-1 SM 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

November 5, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

We have today phoned Resident Engineer Gall to check with the power company regarding the power pole that must be moved to provide for the detour around the proposed Sardine Creek Bridge.

As soon as we hear from Gall we will let you know what arrangements can be made for lighting the detour.

Very truly yours,

K. D. LITTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

NOTED

RBS:MDG
cc--R. H. Baldock

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 3rd, 1937

IN REPLY PLEASE REFER TO FILE No.

131 d

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Paxson advises that there is a power pole that must be moved to provide for the detour around the proposed Sardine Creek Bridge. Also, that it is the intention to light the detour from that electric line. Some arrangement must be made with the power company to have this move made, and if they are advised of the intentions to use service from this line, they might be quite reasonable in their demands.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. M. Hackett
H

cc to: R. H. Baldock ✓

FORM S-A-1 SH 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1937
COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Oct. 30th, 1937.

131 d

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith two copies of special provisions covering the Sardine Creek Bridge on the Pacific Highway near Cold Hill. You will note that our Estimate of Cost does not include either the main structure or the structure on the detour. The cost of the items involved in these two bridges will have to be supplied by the Bridge Department. If these specifications meet with your approval, will you kindly turn them over to the Bridge Department?

In figuring the quantities required for the approach fills we have not allowed for the structural excavation, which might be used for this purpose as we did not have much of an idea as to the amount involved. This might be called to the attention of Mr. Paxson and if this structural excavation amounts to very much, the fill quantities in the roadbed could be reduced.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. G. S. Paxson

KDL:AP

CONTRACT# [redacted]2026

FAP 107-A & C Harris Cr.-Chalk Cliff Sec., Fremont Hwy. 1937

#2026

RECEIVED
2 1
FOR FILE

1-2-47 C

G. P. SMITH
ATTORNEY AT LAW
402 NATIONAL CITIZENS BANK BUILDING
MANKATO, MINN.

Oct. 22, 1942

Oregon State Highway Department,

Salem, Oregon.

Gentlemen:

Thank you very much for the copy of the bond and original contract. I enclose herewith the required affidavit for your files.

Yours truly,

GPSmith

GPS:MW

ENC.

RECEIVED
OCT 23 1942
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

STATE OF MINNESOTA

ss

COUNTY OF HENNEPIN

R. V. Curtiss, being first duly sworn, deposes and says that he is an administrative employee of Jay W. Craig and George D. Alexander, copartners doing business as Montana Blacktop Company; that he has personal knowledge of the facts herein set forth and is authorized by said company to make this affidavit in its behalf.

That during the year 1938 one E. L. Rigdon entered into a contract with the State of Oregon, acting through the Oregon State Highway Commission, for the performance of Oregon State Highway Contract No. 2026 for grading, surfacing and oiling the Harris Creek-Chalk Cliff Section of the Fremont Highway in Lake County, Oregon; that in the performance thereof, said E. L. Rigdon sublet a portion of said contract to one Glen D. Felix and that the said Glen D. Felix employed the said Montana Blacktop Company to apply the bituminous materials required to be applied under said contract; that said Montana Blacktop Company applied said bituminous materials required by said contract to be applied and furnished therefor labor, skill and materials of the reasonable and agreed value of $1,393.14; that no part thereof has been paid.

That said contract was accepted on November 16, 1938 and that on February 8, 1939 said Montana Blacktop Company duly filed its statutory notice of claim with the Secretary of State of the State of Oregon and duly gave notice thereof to the said E. L. Rigdon and his surety.

That this affidavit is furnished the Oregon State Highway Commission in connection with the request of said Montana Blacktop Company that they be furnish a certified copy of said E. L. Rigdon's contract and bond.

Subscribed and sworn to before me
this 21st day of October, 1942

R. V. Curtiss

H. J. McKENZIE
Notary Public, Hennepin County, Minn.
My Commission Expires Jan. 22, 1949.

RECEIVED
OCT 1 1942
U. S. FOREST SERVICE
FA 107 A & C

October 16, 1942

Mr. G. P. Smith
Attorney at Law
402 National Citizens Bank Bldg.
Mankato, Minnesota

Dear Sir:

This acknowledges your letter of October 13 relative to the claim of your client, Montana Blacktop Company against Glen D. Felix, whom you advise was a subcontractor under E. L. Rigdon in connection with Oregon state highway contract No. 2026, for grading, surfacing and oiling the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County, said claim being in the amount of $1,393.14.

I note your request for a copy of the bond furnished by Mr. Rigdon in connection with this job. A certified copy of the same is being forwarded to you today, under separate cover. There is no charge for this; however, we are asking you to file the affidavit as required by the Oregon statute. A mimeographed copy of this particular law covering such matter is inclosed for your ready reference.

I also note your request for Mr. Rigdon's address. He is still contracting for the State of Oregon and may be reached at the present time at Shady Cove, Oregon.

Very truly yours,

HBG:AM

Secretary

G. P. SMITH
ATTORNEY AT LAW
402 NATIONAL CITIZENS BANK BUILDING
MANKATO, MINN.

Oct. 13, 1942

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: Montana Blacktop Co.
vs Glen D. Felix

I am attorney for Montana Blacktop Company. This matter has dragged for a long time but has now come to my attention for disposition.

In 1938 one E. L. Rigdon had Oregon State Highway Contract No. 2026 for grading, surfacing and oiling the Harris Creek - Chalk Cliff Section of the Fremont Highway in Lake County. He gave a bond with the Aetna Casualty and Surety Company as surety. A portion of the contract was sublet by Mr. Rigdon to Glen D. Felix. Felix employed my client, Montana Blacktop Company, to apply the bituminous materials. Felix owes my client a balance of $1,393.14.

The job was accepted by the State of Oregon on November 16, 1938 and on February 8, 1939 Montana Blacktop Company filed the statutory notice with the Secretary of State and gave notice of filing to Rigdon and Aetna.

Montana Blacktop Company now proposes to bring action on the bond. In this connection, as I read your present statute, it is required that we procure a copy of the bond from you and then bring action in the name of the State. If I am correct in this regard, will you kindly furnish me a copy of the bond. If any fee is required, I will remit promptly on advice from you. I can discover no statute under which the claim has outlawed since the six months' statutory notice was filed with the Secretary of State.

I have Mr. Rigdon's address as Paisley, Oregon. If Mr. Rigdon is still registered with you as a contractor, I will appreciate it if you will give me his present place of residence.

Yours truly,

QPS

QPS:MW

ANSWERED
H. B. [illegible]

RECEIVED
OCT 1942

RECEIVED

107 A+C

June 6, 1940

Mr. E. L. Higbee

LaPine, Oregon

Dear Sir:

In answer to your letter of June 3d enquiring when you may expect final payment on your contract No. 2026, Harris Creek-Chalk Cliff Section of the Fremont Highway wish to advise that the final warrant in the amount of $2,230.72 was mailed to you at LaPine on June 3d.

If you have not received it by this time, please advise us at once.

Very truly yours,

State Highway Commission
By

DD:GR

Secretary

E. L. RIGDON
CONTRACTOR
LAPINE, OREGON

June 3, 1940

RECEIVED
JUN 5 - 1940
STATE HIGHWAY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Aetna Casualty and Surety Company advised us on May 13th that they were instructing your department to release the retained percentage on the Harris-Creek-Chalk Cliff Section.

Please advise when we may expect payment on this estimate.

Yours very truly,

E. L. Rigdon

E. L. Rigdon

ELR:I

REFERRED TO
BY SECRETARY

what are the facts in this ?
HHB

RECEIVED

107 B + C

June 6, 1940

The Aetna Casualty and Surety Co.
515 Yeon Building
Portland, Oregon

Attention: A. T. Jackson

Dear Sir:

In answer to your letter of June 5th requesting information on the status of the final warrant to E. L. Rigdon for work performed under Contract No. 2088 on the Harris Creek-Chalk Cliff Section of the Fremont Highway, wish to advise that the final warrant to the amount of $2,230.72 was mailed to E. L. Rigdon at LaPine on June 3.

We call your attention to the fact that this warrant is in the amount of $2,230.72, rather than $2,257.00 as mentioned in your letter.

Very truly yours,

State Highway Commission
By

DD:GF

Secretary

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

RECEIVED
JUN - 1940
STATE HIGHWAY COMMISSION

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.
June 5th, 1940

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Con ract No. 2026 - Harris Creek-
Chalk Cliff Section, Fremont Highway
in Lake County, Oregon
E.L.RIGDON

Dear Sir:

Mr. E.L.Rigdon addressed a letter to us on June 3rd, 1940 informing us that he had not as yet received the amount of the final warrant, namely $2,237.00, which you informed the writer in a letter dated May 14, 1940 had been released to Mr. Rigdon.

Will you kindly, personally, look into this matter and see to it that this final warrant is released to Mr. Rigdon as soon as possible.

Thanks in advance for your courtesy, we remain

Yours very truly,

G. T. Jackson

Adjuster

ATK:V
CC to Bishop

#2026

RECEIVED
MAY 20 19
FOR FILING

FA 107-A+C

May 18, 1940

Mr. A. T. Jackson
Adjuster, Claim Department,
The Aetna Casualty & Surety Co.
313 Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of May 16 in regard to the claims of the Montana Blacktop Company and the Union Oil Company against E. L. Rigdon arising out of state highway contract No. 2026.

The releases requested in my previous letter are not required by statute. I simply requested these to complete the Highway Commission's records and files.

I note that the claim of the Montana Blacktop Company is being disputed, hence we cannot accept a release. I also note that the claim of the Union Oil Company has been settled. We do not absolutely need a letter from the Union Oil Company advising us to that effect, however if not too inconvenient we would appreciate it. I will leave it up to you whether or not to send them.

Thanking you, I remain

Very truly yours,

HBG:AM

Secretary

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

RECEIVED
MAY 18

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.
May 16th, 1940

Mr. H. B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2026 E. L. Rigdon
Harris Creek-Chalk Cliff Section
of the Fremont Highway in Lake County.

Dear Sir:

This will acknowledge your letter of May 14th, 1939 regarding the release of the final warrant on the above captioned contract.

The claim of the Montana Blacktop Company in the amount of $1,393.14 has not as yet been settled. Mr. Rigdon has decided that he will defend any action brought by the Montana Blacktop Company because it is not apparently a just account against him. He so notified that company early this year and informed them that the only way this account could be finally disposed of was through litigation. The account of the Union Oil Company in the amount of $379.37 has been compromised by Mr. Rigdon with that company. We do not have copies of the releases given to Mr. Rigdon by the Union Oil Company, however we verified that this account was settled by calling their local office.

Is there a statute requiring the filing of releases in cases similar to this one? If necessary to your proceedure, we should be very glad to ccoperate in any way possible to obtain the necessary documents to close your file. However, it would appear to us that this letter stating that the one account had been settled and the other account would not be settled without litigation would be sufficient for your use. If, however, this is not the case, kindly let us know by return mail.

Yours very truly,

A. T. Jackson

Adjuster.

ATJ:m

ANSWERED
H. B. GLAISYER

RECEIVED
MAY 3 - 1939
FOR FILING

71-107-A
2026

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For compliance with the conditions under which your Bureau executed the project agreements for the F. A. Project 107-A and 107-C (Hunter Hill-Chalk Cliff and Anna Springs-Hunter Hill Sections), we hereby agree to place a durable and dustless top course on the two projects mentioned when required by traffic conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

· OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 Dbl

19 R AR 30 / 29 GOVT DL

NX PORTLAND ~~OGN~~ MAY 1ST 10.11 AM 1939

R H BALDOCK

10 STATE HIGHWAY COMM

SALEM OGN

REOURLET APRIL 14, 1938 FAP 107-A AND C. STATEMENT NECESSARY RE FUTURE WEARING SURFACE, ALSO INFORMATION ON GRAVEL PITS PROPOSED FOR USE ON FREMONT HIGHWAY PROJECTS NOW SUBMITTED.

LYNCH
1023 A

Hunter Hall Chalk & Sp.
Ann Sjogp. — Hunter Hill

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
OCT 11 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 107-A, Chalk Cliff-Hunters Hill section, Fremont Highway, was made by a representative of this office on September 23, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 16 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

April 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval is given with the understanding that the proposed improvement shall be considered as stage construction and that a durable and dustless top course shall be placed when required by traffic conditions. Your letter of November 27, 1937, stated there would be no objection to placing a special clause to cover this point in the project agreement. However, it is Bureau policy to limit special future surfacing clauses in project agreements to cases where it is desired to emphasize that feature for some particular project. Therefore the clause has been omitted from the agreement as drafted.

Instead, it is requested that your letter returning the signed agreement should carry a statement that you will agree "to place a durable and dustless top course when required by traffic conditions." Please forward this letter in triplicate as the Regional Office desires copies. As conditions are identical on F.A.P. 107-C, it would be well if the letters made reference to both Federal Aid projects.

In the future in similar cases, please make such a statement in your letter submitting the P.S.& E.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hunter Hill-Chalk Cliff Section, F. A. Project No. 107-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by S. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 107-A

HUNTER HILL—CHALK CLIFF SECTION

OF THE KLAMATH HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 98,104.05
Federal Aid Paid, Roadway	$ 55,564.08
Length	8.66 miles

NEW WORK

All Required		Clearing and Grubbing		$ 622.00
900	cu. yds.	Trench Excavation	$ 0.75	675.00
100,000	cu. yds.	Excavation, Single Classif.	0.20	20,000.00
86,000	yd. sta.	Overhaul	0.01	860.00
14,000	yd. mi.	Truck Haul	0.09	1,260.00
8.54	miles	Finishing Roadbed and Slopes	140.00	1,195.60
19,000	lin. ft.	Rounding Cutbanks	0.09	1,710.00
220	lin. ft.	18" Corr. Iron Siphon Pipe	2.05	451.00
850	lin. ft.	12" Corr. Iron Pipe	1.00	850.00
770	lin. ft.	18" Corr. Iron Pipe	1.50	1,155.00
120	lin. ft.	24" Corr. Iron Pipe	2.35	282.00
10	lin. ft.	30" Corr. Iron Pipe	3.00	30.00
110	lin. ft.	36" Corr. Iron Pipe	4.20	462.00
950	lin. ft.	Salvaging Culvert Pipe	0.40	380.00
10	cu. yds.	Class "A" Concrete	20.00	200.00
50	lin. ft.	6" Porous Drain Pipe	0.50	25.00
10	cu. yds.	Gravel Backfill in Drains	1.00	10.00
30,800	cu. yds.	Gravel Topping	0.25	7,700.00
214,900	yd. mi.	Hauling Gravel Topping	0.07	15,043.00
2,480	cu. yds.	Filler	0.35	868.00
4,960	yd. mi.	Hauling Filler	0.07	347.20
1,225	M-Gal.	Sprinkling	1.25	1,531.25
8.54	miles	Preparation of Base	100.00	854.00
254	tons	No. 2 Road Oil in Place	21.00	5,334.00
1,300	cu. yds.	Gravel Cover Material	0.25	325.00
9,000	yd. mi.	Hauling Gravel Cover	0.10	900.00
		Subtotal		$ 63,070
		10% Engr. & Cont.		6,307
		Total		$ 69,377

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Length	**8.541 miles**
Cost per mile	**$ 8,122**

November 15, 1927.

Federal Aid Funds Requested	**$ 42,320**
State Funds	**27,057**
	$ 69,377

Mr. [illegible],

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

Dear Sir:

P.S.P.R. documents for reopening Oregon Federal Aid Project No. [illegible], the [illegible] Cliff-Hunter Hill Section of the Pioneer Highway, have today been recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

We have corrected the beginning of the project as shown on Sheet No. 3 to read Sta. [illegible], to agree with the P.S.P.R. project agreement and have changed the quantities on Sheet No. 2 and Sheet No. 11 on the item summary from [illegible] to agree with the estimate.

Very truly yours,

[signature]
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 17 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for reopening Oregon Federal Aid Project 107-A, the Chalk Cliff-Hunter Hill Section of the Fremont Highway, have today been recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

We have corrected the beginning of the project on plan sheet No. 3 to read Sta. 2947+00.0, to agree with the title sheet and project agreement and have changed the quantity of No. 2 Road Oil on the plan summary from 258 tons to 254 tons, to agree with the estimate.

Very truly yours,

W. H. LYNCH
District Engineer

November 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Chalk Cliff-Hunter Hill Section, F. A. Project No. 107-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encls.

Oregon State Highway Department — Federal Aid Project No. 107-A

~~MODOC HILL-CHALK CLIFF SECTION~~

ON THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, November 12, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 98,104.03
Federal Aid Paid, Roadway	$ 55,564.08
Length	8.66 miles

~~NEW WORK~~

All Required				
		Clearing and Grubbing		$ 900.00
900	cu. yds.	Trench Excavation	$ 1.00	900.00
100,000	cu. yds.	Excavation, Single Classif.	0.23	23,000.00
86,000	yd. sta.	Overhaul	0.01	860.00
14,000	yd. mi.	Truck Haul	0.12	1,680.00
8.54	mile	Finishing Roadbed and Slopes	200.00	1,708.00
19,000	lin. ft.	Rounding Cutbanks	0.10	1,900.00
220	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	660.00
850	lin. ft.	12" Corr. Iron Pipe	1.50	1,275.00
770	lin. ft.	18" Corr. Iron Pipe	2.25	1,732.50
120	lin. ft.	24" Corr. Iron Pipe	3.60	432.00
10	lin. ft.	30" Corr. Iron Pipe	5.00	50.00
110	lin. ft.	36" Corr. Iron Pipe	7.00	770.00
950	lin. ft.	Salvaging Culvert Pipe	.75	712.50
10	cu. yds.	Class "A" Concrete	25.00	250.00
50	lin. ft.	6" Porous Drain Pipe	.50	25.00
10	cu. yds.	Gravel Backfill in Drains	2.50	25.00
30,800	cu. yds.	Gravel Topping	0.30	9,240.00
214,900	yd. mi.	Hauling Gravel Topping	0.10	21,490.00
2,480	cu. yds.	Filler	0.30	744.00
4,960	yd. mi.	Hauling Filler	0.12	595.20
1,225	M-Gal.	Sprinkling	1.50	1,837.50
8.54	miles	Preparation of Base	150.00	1,281.00
254	tons	No. 2 Road Oil in Place	27.50	6,985.00
1,300	cu. yds.	Gravel Cover Material	0.50	650.00
9,000	yd. mi.	Hauling Gravel Cover	0.12	1,080.00
		Subtotal		$ 80,782
		10% Engr. & Cont.		8,078
		Total		$ 88,860

Length	8.541 miles
Cost per mile	$ 10,403

Federal Aid Funds Requested.....	$ 54,220
State Funds.....	34,620
	$ 88,840

TELEGRAM

May 1st 10.11 AM 1939

R. H. BALDOCK
STATE HIGHWAY COMM
SALEM, ORE.

REOURLET APRIL 14, 1938 FAP 107-A and C. STATEMENT NECESSARY RE FUTURE WEARING SURFACE, ALSO INFORMATION ON GRAVEL PITS PROPOSED FOR USE ON FREMONT HIGHWAY PROJECTS NOW SUBMITTED.

LYNCH

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For compliance with the conditions under which your Bureau executed the project agreements for the F.A. Project 107-A and 107-C (Hunter Hill-Chalk Cliff and Anna Springs-Hunter Hill Sections), we hereby agree to place a durable and dustless top course on the two projects mentioned when required by traffic conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
APR 1 1939

7a 107 arc

April 15, 1939

KELLEY & SMITH
Attorneys at Law
428 Union Oil Building
Los Angeles, California

Gentlemen:

In compliance with the request in your letter of April 13, we are sending you today under separate cover certified copies of the contract and bond for the construction of the Harris Creek-Chalk Cliff Section of the Fremont Highway, being State Highway Contract No. 2026, with E. L. Higdon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

#2026
Lake Co

LAWRENCE C. KELLEY
MYRON E. SMITH

TUCKER 7211

KELLEY AND SMITH
ATTORNEYS AT LAW
428 UNION OIL BLDG.
LOS ANGELES, CALIFORNIA

April 13, 1939

Highway Commission of the
State of Oregon
Salem, Oregon

GLEN FELIX IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA
Fremont Highway, Lake County Job #2026
$379.37

Dear Sirs:

We herewith hand you affidavit of Frank E. Lee, General Credit Manager of the Union Oil Company of California. The purpose of this affidavit is to obtain from your Department certified copies of the contract and bond of E. L. Rigdon with the State of Oregon.

Our client, the Union Oil Company of California, has a claim against the bond and it may be necessary to file suit in order to collect upon the bond.

We will therefore appreciate from you at your convenience certified copies of the contract and bond referred to in the affidavit.

Yours very truly,

Kelley + Smith

LCK:b

Jess
Please certified Cs
and instructions
section 8 surety contracts
BPS

A F F I D A V I T

STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

FRANK E. LEE, being first duly sworn, says:

That I am the General Credit Manager of the Union Oil Company of California, a corporation, and as such authorized to make this affidavit for and on behalf of said corporation.

That said Union Oil Company of California has a claim for gasoline, lubricating oil, and other petroleum products and materials, in the sum of Three Hundred Seventy-nine and 37/100 Dollars ($379.37) against the bond of E. L. Rigdon, as contractor and principal, and the Aetna Casualty & Surety Company, as surety, for the work of oiling, grading, and surfacing the Paisley Chalk Cliffs section of Fremont Highway in Lake County, Oregon, Job No. 2026; that said gasoline, lubricating oil, and other petroleum products and materials were sold and delivered by said Union Oil Company of California, a corporation, to Glen Felix, a sub-contractor under said original contractor, E. L. Rigdon, and were used by said Glen Felix, as sub-contractor, in said work done and prosecuted under said original contract, Job No. 2026, herein referred to.

That neither said Glen Felix nor said E. L. Rigdon has paid said sum of Three Hundred Seventy-nine and 37/100 Dollars ($379.37) now due to said Union Oil Company of California, a corporation, for said gasoline, lubricating oil, and other petroleum products and materials sold, delivered, and used as herein set forth.

That this affidavit is made for the purpose of obtain-

ing a certified copy of said contract and bond so that said claimant may file suit thereon.

Frank E Lee.
General Credit Manager

Subscribed and sworn to before me
this 13th day of April, 1939.

Margaret G. Kearney
Notary Public in and for said County and State.

RECEIVED
APR 13 1939
FILE

107-A+C

2026

April 11, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 10, enclosing three copies of a notice of claim by Union Oil Company of California in the amount of $379.37 against E. L. Bigdon, in connection with State Highway Contract No. 2026, ~~Paisley-Chalk Cliffs~~ Section of the Fremont Highway, in Lake County.

We have noted this claim in our records of this job and will forward copies of the notice thereof to the contractor and his surety today.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 11, 1939

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from Hon. Earl Snell, Secretary of State, three copies of a notice of claim by Union Oil Company of California in the amount of $379.37 against R. L. Rigdon in connection with State Highway Contract No. 2026, Paisley-Chalk Cliff Section of the Fremont Highway, in Lake County.

Inasmuch as you are surety for the contractor on this job, we hand you herewith a copy of this notice of claim for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By _____

Secretary

MBL

cc - R. L. Rigdon
Barlow, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 11 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

April 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Union Oil Company of California for $379.37 against the bond taken from E.L. Rigdon, principa_, and Aetna Casualty & Surety Company, surety, for work on the Paisley Chalk Cliffs Section of the Fremont Highway, job No. 2026, which has been received from Kelley & Smith, Attorneys, 428 Union Oil Bl g., Los Angeles, California, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs.2

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim for gasoline, lubricating oil, and other petroleum products and materials, in the sum of Three Hundred Seventy-nine and 37/100 Dollars ($379.37) against the bond taken from E. L.Rigdon as contractor and principal, and the Aetna Casualty & Surety Company as surety, for the work of oiling, grading and surfacing the Paisley Chalk Cliffs section of Fremont Highway in Lake County,Job N . 2026, said products being furnished to Glen Felix, a sub-contractor under said original contractor, E. L. Rigdon.

DATED at Los Angeles, California, this 7th day of April, 1939.

UNION OIL COMPANY OF CALIFORNIA

By A. B. SIMPSON
Asst. General Credit Manager.

STATE OF CALIFORNIA }
} ss
COUNTY OF LOS ANGELES }

A. B. SIMPSON, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of the Union Oil Company, a corporation, and as such Assistant General Credit Manager, is duly authorized to make this notice of claim for and on behalf of said corporation; that he has read the foregoing notice of claim and knows the contents of it, and the same is true.

A. B. SIMPSON

SUBSCRIBED AND SWORN TO before me
this 7th day of April, 1939.

(SEAL)

MARGARET G. KEARNEY
Notary Public in and for said
County and State.

Endorsed: File No. 2829
Filed April 10, 1939
EARL SNELL
Secretary of State

#2026

RECEIVED
MAR 24 1939
FOR FT. ...

March 23, 1939

Mr. Carl V. Mauts, Attorney
The Aetna Casualty and Surety Company
313 Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of March 22, 1939, concerning the claim of the Union Oil Company against Glenn D. Felix, subcontractor under E. A. Rigdon in connection with state highway contract No. 2026 for the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County.

We note your request that a sufficient amount of money from the funds remaining due Mr. Rigdon from the state be withheld to pay the Union Oil Company's claim which amounts to $379.37.

Our records disclose that we have made all payments to Mr. Rigdon except the final payment amounting to $2,230.72. We have a previous letter from you asking us to withhold further payments due Mr. Rigdon on this job. We take it that your letter of March 22 releases all of this money with the exception of enough to pay the Union Oil Company's claim.

We cannot comply therewith, however, because it is contrary to our policy to split vouchers in view of the fact that the final voucher has already been accepted by Mr. Rigdon. We will continue to withhold the full amount of the final payment until we have a full release from you.

Very truly yours,

HBG:AM

Secretary

2026

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

RECEIVED
MAR 23 1939
OREGON
STATE HIGHWAY COMMISSION

March 22, 1939

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: E.L.Rigdon - Contract 2026
Fremont Highway in Lake County

Dear Sir:

The Union Oil Company advises they have an account against Glenn D. Felix, subcontractor under Mr. Rigdon, in the amount of $379.37 covering material furnished the said Felix.

Undoubtedly the Union Oil Company will file their claim with the Secretary of State in the near future and as soon as it is filed, I would appreciate your withholding sufficient money from the funds due Mr. Rigdon to cover said claim.

Yours very truly,

Carl V. Manty
Attorney

Harris Creek - Chalk Cliff Sect.
Completed Sept. 24, 1938.
accepted Nov. 16, 1938.

CVM V
CC to H.O.

Final payment amount $2,230.72 (voucher) is being held at the request of the Surety Union and Claim has not yet been filed.

Join with what is the status of this job.
WHS

ANSWERED
H. B. GLAISYER

Form 200—536—7-38

107 A1C

C[illegible]ON STATE HIGHWAY COMMISS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
FEB 27 19[illegible]
STATE [illegible] COMMISSION

For Week Ending February 25, 1939.

Section Harris Creek - Chalk Cliff — *Kind of work* Grading, Surfacing and Oiling

Highway Fremont — *Section prefix* 19-1106

Contractor E.L.Rigdon — *Contract number* 2026

Date of contract November 30, 1938 — *Date of completion* August 31, 1938

Date work started December 13, 1938 — *Estimated date of completion* September 24, 1938

Amount of contract . . . . . $ 91719.70 — *Per cent of time elapsed* . . . . %

Estimated cost of completed project, exclusive of engineering . . . . . $ 90760.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7525, 8.3 % — *Date project was completed* September 24, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Construction map completed except descriptions for old right of Way outside of revised right of way for retainment or abandonment.

Four days office work by transitman.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed John T. Burch Resident Engineer

Address Paisley Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	13.73	13.73		13.73	
Miles partially completed					
Miles completed	13.73	13.73		13.73	
Total estimated quantities	165575	47380		395	
Estimated quantities moved or placed to date	165575	47380		395	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear and cold		
Monday	" "	"	
Tuesday	Clear and cool		
Wednesday	" "	"	
Thursday	Snow		
Friday	Clear and cool		
Saturday	"	" "	

RECEIVED
FEB 10 1939
F
1012 T C

February 10, 1939

Mr. Carl V. Mautz
Attorney
313 Yeon Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 7, concerning the E. L. Bigdon contract, No. 2026, Harris Creek-Chalk Cliff Section, in Lake County.

You are advised that this contract was completed September 24, 1938, and was accepted November 16, 1938. Final payment has not yet been made to the contractor.

Very truly yours,

Secretary

JM:HEL

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

RECEIVED
FEB 8 - 1939
OREGON
STATE HIGHWAY COMMISSION

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

Feb. 7, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: H.B.Glaisyer, Secretary

Re: Contract 2026 - E.L.Rigdon
Harris Creek-Chalk Cliff Section of the
Fremont Highway, Lake County.

Dear Sir:

We acknowledge your letter of January 31st, 1929 addressed to the Aetna Casualty & Surety Company advising of the claim of the Montana Blacktop Company of Billings against Glenn D. Felix the amount of same being $1393.14.

Will you please advise us whether you are holding any funds belonging to E.L.Rigdon and if so, the amount and also advise us as to the date of acceptance of this contract by the Commission.

— Yours very truly, —

Carl V. Mautz

— Attorney —

CVM V
CC to H.O.

REFERRED TO
BY SECRETARY

Final Payment not made.

RECEIVED
FEB 10 1939
FOR FILING
1010

February 9, 1939

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Local Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Montana Blacktop Company against E. L. Rigdon, in the amount of $1,393.14, for work on the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County, being State Highway Commission Contract No. 2026.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith a copy of this notice of claim for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - E. L. Rigdon

2026

RECEIVED
FEB 10 1939
FOR FILING

February 9, 1939

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 8 enclosing three copies of a notice of claim by Montana Blacktop Company in the amount of $1,393.14, against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety, for work on the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

EEL

RECEIVED
FEB 10 1939
FOR FILING

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
FEB 9 - 1939
OREGON
STATE HIGHWAY COMMISSION

February 8, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Montana Blacktop Company for $1393.14 against the bond taken from E. L. Rigdon, principal, and Aetna Casualty & Surety Company, surety, for work on the Harris Creek-Chalk Cliff section of the Fremont Highway in Lake County, which was received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

MONTANA BLACKTOP COMPANY
Post Office Box 922
BILLINGS, MONTANA

Joe L. Puetz
Manager

February 6, 1939

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir;

To the State of Oregon: Notice hereby is given that the undersigned, Montana Blacktop Company, has a claim for the application of Bituminous Materials in the sum of $1393.14 against the bond taken from E. L. Rigdon by the Oregon State Highway Commission on State Highway Contract No. 2026. This bond was written by the Aetna Casualty and Surety Company for whom Bates, Lively, and Pearson are local agents and are located in the Yeon Building, Portland, Oregon.

The above contract called for grading, surfacing, and oiling the Harris Creek-Chalk Cliff section of the Fremont Highway in Lake County. The work performed by the Montana Blacktop Company was on the oiling portion of the contract and consisted of the application of Bituminous Materials with a pressure distributor.

This work was done for Mr. Glen D. Felix who was under subcontract to E. L. Rigdon. Payment cannot be obtained from Mr. Felix.

Yours very truly,

JOE L. PUETZ
for
MONTANA BLACKTOP COMPANY

JDM:FML
CC--3

FORM 2-A-1 6M 2-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 9 1939
FOR FILING

February 8th, 1939

E. L. Higdon
Sand & Gravel
Barlow, Oregon

NOTED
Asst. State Highway Engr.

Dear Sir:

In answer to your letter asking for remission of the engineering penalty on Contract 2026, Harris Creek-Chalk Cliff Section of the Fremont Highway, for the non-completion on time, I beg to advise that the engineering department has no discretion in charging engineering costs on any job after the date of completion.

The only people who can compromise or remit this penalty is the State Highway Commission themselves, which will require that you personally appear before them and explain the circumstances. If you wish to do so, please arrange with the secretary for an appointment during the next Commission meeting.

The chainmen's time which you take exception to covers the part-time work of two chainmen and not continuous employment of one chainman.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
FEB 1 1939
FOR FILING

#2026

January 30, 1939

Montana Blacktop Company
Post Office Box 922
Billings, Montana

Attention: Joe L. Puetz, Manager

Gentlemen:

Reply is made to your letter of January 27, 1939, just received relative to your claims against Glen D. Felix for bituminous materials which he purchased in connection with his sub-contracts under E. L. Rigdon and E. C. Hall. I note that he is indebted to you in the sum of $1393.14 on the Rigdon contract and $286.42 on the E. C. Hall contract.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of claims incurred against the job. In order to hold such bond responsible and liable for claims, notice of the claim must be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the contract and acceptance of the same by the State Highway Commission. This is explained fully in the mimeographed copy of the excerpt from the Oregon Laws which I am inclosing, being Chapter 280, Laws of Oregon for 1931.

The E. L. Rigdon contract to which you refer is state highway contract No. 2026 for grading, surfacing and oiling the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County. Investigation of the records reveals that the job was completed on September 24, 1938, and was accepted on November 16, 1938. The bond furnished by the contractor in connection with this contract was written by the Aetna Casualty & Surety Company for whom Bates, Livesy & Pearson are local agents with offices in the Yeon Building, Portland, Oregon.

According to our records E. C. Hall does not have a contract with the State Highway Commission for a project between Lakeview and Klamath Falls. However, he does have a contract with the Bureau of Public Roads for construction work on the Fremont Highway which is in the vicinity of Lakeview. For information concerning this contract I refer you to Mr. R. H. Lynch, District Engineer, United States Bureau of Public Roads, Post Office Building, Portland, Oregon.

Very truly yours,

Secretary

HLG:AM

January 31, 1939

Aetna Casualty & Surety Company
Bates, Livesy & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised that the Montana Blacktop Company of Billings, Montana, has a claim in the amount of $1,393.14 against Glen D. Felix in connection with his sub-contract under E. L. Rigdon on state highway contract No. 2026 which is for grading, surfacing and oiling the Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County.

This information is being sent to you inasmuch as you appear surety on the bond furnished by E. L. Rigdon in connection with this job.

Very truly yours,

HHG:AM

Secretary

cc - Mr. E. L. Rigdon
Barlow, Oregon

Montana Blacktop Company

ROAD OILS, TARS AND ASPHALTS FURNISHED AND APPLIED

Post Office Box 922

Billings, Montana

JOE L. PUETZ
Manager

RECEIVED
JAN 30 1939
OREGON
STATE HIGHWAY COMMISSION

January 27, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: RE: Glen D. Felix

During the past summer we performed the application of Bituminous Materials for Mr. Glen D. Felix, who was under sub-contract to Mr. E. L. Rigdon on State Highway Project No.2026 at Paisley, Oregon.

Mr. Felix is indebted to us in the amount of $1393.14 for work done on this project, and we have been unable to collect from him. For this reason, we wish to institute claim against the Oregon State Highway Commission for the above amount. If any form of claim other than this letter is necessary, will you inform us?

Will you also favor us with the name of the bonding company for this project and advise how long it is liable for debts incurred?

In addition, Mr. Felix is indebted to us in amount of $286.42 for work done under sub-contract to E. C. Hall on Highway Project, Lakeview to Klamoth Falls.

We wish to institute claim for this amount also, and would like the name of the bonding company.

Your reply by return mail will be greatly appreciated.

Yours very truly,

Joe L Puetz

for
MONTANA BLACKTOP COMPANY

JLP:FML

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 21 1939
FOR FILING

#2026

January 21, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2026, for the constructionof the Harris Creek-Chalk Cliff Section of the Fremont Highway in Lake County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 31, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon youas you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $90,269.55, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

December 15th, 1938

COST ANALYSIS - FINAL REPORT
Fremont Highway, Harris Creek-Chalk Cliff Section
Grading, Surfacing & Oiling Contract 2026, Prefix 19-1106
E. L. Rigdon, Contractor
J. T. Burch, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$400.00	100%				$1,000.00
Trench Excavation	1,095.34	1,564.8	cu. yd.	0.70	0.75	1,173.60
Excavation, Single Class	31,940.37	165,417.2	cu. yd.	0.19	0.20	33,083.44
Overhaul	1,613.73	161,373.3	yd. sta.	0.01	0.01	1,613.73
Truck Haul	2,081.30	23,125.5	yd. mi.	0.09	0.09	2,081.30
Finishing Roadbed & Slopes	2,585.00	13.73	Miles	190.00	140.00	1,922.20
Rounding Cutbanks	602.35	7,352	lin. ft.	0.08	0.09	661.68
12" Corr. Iron Pipe	1,374.26	1,444	" "	0.95	1.00	1,444.00
18" " " "	2,211.03	1,614	" "	1.37	1.50	2,421.00
24" " " "	496.10	242	" "	2.05	2.35	568.70
30" " " "	88.00	32	" "	2.75	3.00	96.00
36" " " "	474.00	120	" "	3.95	4.20	504.00
Salvage Culvert Pipe	767.80	1,396	" "	0.55	0.40	558.40
6" Porous Drain Tile	224.10	588	" "	0.38	0.50	294.00
Gravel Backfill in Drains	105.00	84	cu. yd.	1.25	1.00	84.00
" Topping	10,016.24	47,364	cu. yd.	0.21	0.25	11,841.00
Haul "	16,041.26	250,338.5	yd. mi.	0.064	0.07	17,523.70
Sprinkling	2,736.35	2,483.5	M-Gal.	1.10	1.25	3,104.38
Preparation of Base	768.90	13.73	Miles	56.00	100.00	1,373.00
No. 2 Road Oil in Place	8,833.50	395.23	Tons	22.35	21.00	8,299.83
Gravel Cover Material	213.70	1,015	cu. yd.	0.21	0.25	253.75
Hauling " "	551.77	8,599.5	yd. mi.	0.064	0.10	859.95
Deduction - Engineering Charges for Excess Time						- 485.24
	$85,220.10					$90,276.22

Gross Revenue	$90,276.22
Total Cost	$5,220.10
Net Profit	$5,056.12

Net Profit Equals 5.6% of Gross Revenue

Harris Creek-Chalk Cliff

Detail of Cost

Labor:

Supervision	$2,070.00	
Labor	20,311.13	
State Industrial Accident Insurance	687.01	
Social Security & Unemployment Insurance	840.18	
		$23,908.32

Materials:

12" Corr. Iron Pipe	1444 lin. ft. at 0.72	1,039.68	
12" " " " Bands	61 each at 0.92	55.51	
18" " " "	1614 lin. ft. at 1.04	1,678.56	
18" " " " "	51 each at 1.53	78.03	
24" " " "	242 lin. ft. at 1.62	392.04	
24" " " " "	12 each at 1.96	23.52	
30" " " "	32 lin. ft. at 2.02	64.64	
30" " " " "	2 each at 2.39	4.78	
36" " " "	120 lin. ft. at 3.17	380.04	
36" " " " "	6 each at 3.09	18.54	
6" Porous Drain Tile	588 lin. ft. at 0.22	129.36	
SC-2 Road Oil	395.23 tons at 6.20	2,450.42	
Freight SC-2 Road Oil		2,617.02	
			$8,932.14

Equipment Rental, Supplies and Misc.:

Equipment Rental	$20,435.53	
Gas, Oil and Grease	10,193.89	
Hired Trucks (Not including labor and gas)	6,529.52	
Small Tools, Repairs and Misc.	9,536.03	
Freight and Cartage	572.06	
Miscellaneous & Overhead Expense	1,773.93	
Bond	907.62	
Sub-Contract to Glen Felix:		
Laying Oil 395 Tons at $8.50		
Less Charges	2,431.06	
		$52,379.64
		$85,220.10

Harris Creek-Chalk Cliff Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 13.73 miles of roadway. It was bid November 30th, 1937; work was started December 13th, and finished September 24th, 1938.

The 165,417.2 cubic yards of single class excavation consisted of about 16,000 cubic yards of semi-loose material containing boulders in sizes up to 3 cubic yards, some of which had to be shot in order to facilitate their moving and subsequent disposal in the shallow fills, while the remainder was of fair common quality. For the excavation work the contractor moved in a new 3/4 cu. yd. shovel and trucks, 3 cats (40 h.p., 60 h.p. and 75 h.p.) and two 8 cu. yd. LeTourneau scrapers. On account of the wet winter and spring weather, the operations during this period were carried on intermittently; and consequently resulted in low production. Good progress, however, was made during the summer months.

The unit cost on the pipe items are low and are due to the ability of the contractor to purchase pipe at cheap prices and to competent installation labor.

The topping operations were started June 16th, 1938. A shovel of 3/4 cu. yd. capacity averaged from 70 to 80 cu. yds. per hour while operating. The material was of good digging quality. A Mr. Donovan did the hauling with 1½-ton trucks at $0.06 per yd. mi. The topping operations were prosecuted with efficienty; and consequently resulted in low costs.

The heating, transporting and spreading of oil was sublet to Glen Felix at $8.50 per ton.

Although the contract was bid quite low, the contractor has, by efficient operation, been able to show a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
DEC 9 1938
FOR FILING

107-9 E C

December 8, 1938

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of December 7th you are advised that the E. L. Rigdon, Contract No. 2026, Harris Creek-Chalf Cliff Section in Lake County, was completed September 24, 1938. This contract was accepted November 16, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

December 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen

E. L. RIGDON
State of Oregon
Highway Contract #2026

It is my understanding that Contract #2026 has been completed.

I should like to have the date of acceptance.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbeson

LH:B

FORM S-54 3530 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLASIER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 30 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
November 29th
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

107 A-C

Mr. H. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

We are enclosing field notes and a copy of Resident Engineer Burch's letter of explanation covering the movement of bench marks on the HARRIS CREEK-CHALK CLIFF section of the Fremont Highway.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encls.

2026 5

November 22, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon on Contract No. 2026, Harris Creek-Chalk-Cliff Section of the Fremont Highway in Lake County. This payment will be made on or after December 2, 1938.

Kindly acknowledge receipt of this payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J. McFarland.

#2026

FORM 0-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

E. L. RIGDON

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 18 1938
FOR FILING

October 14th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

May we have your concurrence in an extension of time on E. L. Rigdon's Contract No. 2026, Harris Creek-Chalk Cliff Section of the Fremont Highway in Lake County.

The extension of time is requested to September 24, 1938 with engineering penalty for overrun of time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

#2026

TELEPHONE CANBY 7506

RECEIVED
OCT 15 1938
FOR FILING
1078-C

E. L. RIGDON

Sand and Gravel

Barlow, Oregon

Paisley, Oregon
October 11, 1938

Mr. Wm. E. Chandler,
Division Engineer
Bend, Oregon

Dear Sir:

RE: Contract No. 2026 - E. L. Rigdon, Contractor
13.73 Mi. Grading, Surfacing & Oiling, Harris Creek- Chalk Cliff Section on the Fremont Highway in Lake County, State of Oregon.

Due to delayed Road Oil Shipments, Weather Conditions and many trivial obsticles we are forced to ask for an additional Nine (9) days time extention.

Yours very truly

E. L. RIGDON

By Harold A. Mortensen
Bkpr.

ELR:HM

P.S. The Oregon State Highway Commission, Salem, Oregon and the Bonding Company have been writen to this date.

Original filed in Contract.

RECEIVED
OCT 15 1938
DIVISION ENGINEER

#2026

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 8 1938
FOR FILING

RECEIVED
1938
DIVISION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

October 6th
1938

Mr. E. L. Rigdon
Contractor
Barlow, Oregon

Re: Contract #2026
Harris Creek-Chalk Cliff

Dear Sir:

Following is a letter received from the office of Mr. H. B. Glaisyer, Secretary of the State Highway Comission:

"Reference is made to the E. L. Rigdon Contract No. 2026, Harris Creek-Chalk Cliff Section, in Lake County.

The original completion date of this contruct was August 31 and the time limit was extended to September 15, with penalty. It is noted that the actual work was not completed until September 24, so it will be necessary that the time limit be extended to this date.

Will you kindly take this matter up with Mr. Rigdon and request that he submit his application together with the consent of his surety on the bond. Also, furnish us with your recommendation."

Kindly forward a request for this additional time with the written permission of your surety.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. H. B. Glaisyer

RECEIVED
OCT 4 1938
FOR FILING

1072 * C

October 4, 1938

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Mr. Chandler:

Reference is made to the E. L. Rigdon contract, No. 2026, Harris Creek-Chalk Cliff Section, in Lake County.

The original completion date of this contract was August 31 and the time limit was extended to September 15, with penalty. It is noted that the actual work was not completed until September 24, so it will be necessary that the time limit be extended to this date.

Will you kindly take this matter up with Mr. Rigdon and request that he submit his application together with the consent of his surety on the bond. Also, furnish us with your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JW:MBL

FORM S-A-1 1000 9-38

RECEIVED
SEP 2 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 29th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in an extension of time to E. L. Rigdon, for 15 days to September 15th, on his contract No. 2026, F.A.P. 107-A,C, Harris Creek-Chalk Cliff Section of the Fremont Highway.

This extension should be granted subject to engineering penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 29th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. L. Rigdon, Contractor
Paisley, Oregon

NOTED

Dear Sir:

In regard to your application for 15 days' extension of time on Contract No. 2026, F.A.P. 107-A,C, Harris Creek-Chalk Cliff Section of the Fremont Highway, please be advised that our oiling season terminates on September 15th, and you will be expected to have this job completed by that time. The light oil prime coat which we are laying on this project needs considerable warm weather to cure. For this reason, the original date was placed at September 1st.

I am recommending this extension, but I wish to call your attention to the fact that oiling projects must be completed on the specified date, and no further extensions will be given on this job under any circumstances.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to R. H. Baldock

FORM S-94 5500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 29 1938
FOR FILING

RECEIVED
AUG 26 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

August 25th
1938

IN REPLY PLEASE REFER TO COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Herewith request from E. L. Rigdon for an extension of fifteen (15) days' time, or to September 15th on their contract No. 2026, HARRIS CREEK-CHALK CLIFF section of the Fremont Highway.

I should like to recommend that this contract be extended for that length of time without penalty. The weather condition last winter was far more severe than is usually anticipated. In that particular section in which Mr. Rigdon is working there was a larger amount of snow and rain, and rain is especially very unusual in that section.

RECEIVED
Highway Engineer

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

#2123

2026

RECEIVED
SEP 12 1938
FOR FILING
1070 FC

August 20, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

You are advised that we have received from the Aetna Casualty & Surety Company their consent to an extension of time to September 16 on the E. L. Rigdon contract, No. 2026, Harris Creek-Chalk Cliff Section.

If you have the above contractor's formal application for this extension in your office, please forward it to us with your recommendation.

Very truly yours,

Secretary

JM:MBL

K H Baldock

August 16th, 1938

Cost Analysis to August 10th, 1938
Fremont Highway, Harris Creek-Chalk Cliff Section
Grading, Surfacing and Oiling
Contract 2026 Prefix 19-1106
E. L. Rigdon, Contractor
J. T. Burch, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$400.00	All			$1,000.00
Trench Excavation	746.90	1,067 cu. yd.	0.70	0.75	800.25
Excavation, Single Class	30,352.97	156,000 " "	0.19	0.20	31,200.00
Overhaul	1,320.00	132,000 yd. sta.	0.01	0.01	1,320.00
Truck Haul	1 575.00	17,500 yd. mi.	0.09	0.09	1,575.00
Finishing Roadbed & Slopes	2,200.00	11.0 Miles	200.00	140.00	1,540.00
Rounding Cutbanks	810.00	9,000 lin. ft.	0.09	0.09	810.00
12" Corr. Iron Pipe	1,153.30	1,214 " "	0.95	1.00	1,214.00
18" " " "	2,038.50	1,510 " "	1.35	1.50	2,265.00
24" " " "	496.10	242 " "	2.05	2.35	568.70
30" " " "	880.00	32 " "	2.75	3.00	96.00
36" " " "	474.00	120 " "	3.95	4.20	504.00
Salvaging Culvert Pipe	400.00	1,000 " "	0.40	0.40	400.00
6" Porous Drain Tile	235.20	588 " "	0.40	0.50	294.00
Gravel Backfill in Drains	105.00	84 cu. yd.	1.25	1.00	84.00
Gravel Topping	6,372.38	31,900 cu. yd.	0.20	0.25	7,975.00
Hauling Gravel Topping	10,121.40	157,500 yd. mi.	0.064	0.07	11,025.00
Sprinkling	1,551.35	1,349 M-Gals.	1.15	1.25	1,686.25
	$61,232.10				$64,357.20

Gross Revenue	$64,357.20
Total Cost	61,232.10
Net Profit	$3,125.10

Net Profit Equals 5% of Gross Revenue

Harris Creek-Chalk Cliff Section

Detail of Cost

Labor:

Supervision	$2,525.00	
Labor	17,619.63	
State Industrial Accident Insurance	604.34	
Unemployment Insurance & Social Security	805.78	
		$21,554.75

Materials:

12" Corr. Iron Pipe	1214 lin. ft. at 0.72	$874.08	
12" " " " Bands	55 each at 0.92	50.60	
18" " " "	1510 lin. ft. at 1.04	1,570.40	
18" " " " "	46 each at 1.53	70.38	
24" " " "	242 lin. ft. at 1.62	392.04	
24" " " " "	12 each at 1.96	23.52	
30" " " "	32 lin. ft. at 2.02	64.64	
30" " " " "	2 each at 2.39	4.78	
36" " " "	120 lin. ft. at 3.17	380.40	
36" " " " "	6 each at 3.09	18.54	
6" Porous Drain Tile	588 lin. ft. at 0.22	129.36	
			$3,578.74

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$19,813.83	
Gas, Oil & Grease	7,718.96	
Small Tools, Repairs & Misc.	6,437.71	
Freight & Cartage Move In	375.00	
Misc. Overhead Expense	1,089.24	
Bond	663.87	
		$36,098.61
		$61,232.10

Harris Creek-Chalk Cliff Section

REMARKS:

This contract consists of the grading, surfacing and oiling of 13.73 miles of roadway. It was bid November 30th, 1937; work was started December 13th, and up to August 10th, 1938 it was about 80% complete.

The 156,000 cubic yards of single class excavation consisted of about 16,000 cubic yards of material containing boulders in sizes up to 3 cubic yards, some of which had to be shot in order to facilitate their moving and subsequent disposal in the shallow fills, while the remainder was of fair common quality. For the excavation work the contractor moved in a new 3/4 cu. yd. shovel and trucks, 3 cats (40 h.p., 60 h.p. and 75 h.p.) and two 8 cu. yd. LeTourneau scrapers. On account of the wet winter and spring weather, the operations during this period were carried on intermittently and consequently resulted in low production. Good progress, however, was made during the summer months. The excavation and finishing work will in all probability be completed by August 20th.

Due to the ability of the contractor to purchase culvert pipe at a low price and also to competent workmen, the unit prices on these items are below normal.

The topping operations were started June 16th, 1938. A shovel of 3/4 cu. yd. capacity has averaged from 70 to 80 cubic yards per hour while operating. Notwithstanding the fact that the contract specifies the use of a roller on the topping the contractor has kept the costs at a minimum. A Mr. Donavan is doing the hauling of topping with 1½ ton Fords at $0.06 per yard mile with a guarantee of $1.00 per hour plus labor and gasoline for the trucks. The topping work should be finished toward the latter part of August.

As the contract specifies that the contract be completed by August 31st, it will be necessary for the contractor to have an extension of time in order to finish the application of prime coat of SC-2 bituminous cement throughout the length of the project. Mr. Felix has already moved in the necessary oil equipment.

Although the contract was bid quite low, the contractor has been able to show a profit through economical operation.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUL 5 1938
F

38

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. Nos. 107-A [redacted]
Harris Creek-Chalk Cliff section
Fremont Highway

POST OFFICE BUILDING
PORTLAND, OREGON

107-A

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 29 1938
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jca

Appr. 33967

Section A
Oregon Federal Aid Project No. 107

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 15, 1924, by the State Highway Commission of Oregon, and on September 16, 1924, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on May 15, 1925 by the said State Highway Commission, and on June 16, 1925 by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Federal Aid Project No. 107; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 3.66 miles of road surfaced with crushed rock and no bridges of more than 20 feet clear span, in Lake County, for which the estimate approved was $92,606.80, and $55,564.08 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $98,104.05, and voucher in the sum of $55,564.08 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and

estimate approved therefor to provide for reconstruction on improved alignment, with increased width of roadbed, for its entire length, thereby reducing the length of the project from 8.66 miles to 8.541 miles, at an estimated cost of $69,377.00; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $98,104.06 to $167,481.06, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $55,564.08 to $97,884.08:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of ninety-seven thousand, eight hundred eighty-four and 08/100 dollars ($97,884.08) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (a) of Article I shall read:

> "(a) By the State: From sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 2947+00 in the SE 1/4 of Sec. 5., T. 33 S., R. 17 E., and survey station 3399+47.4 at the south end of Sec. C of said project, length 8.541 miles, in Lake County, being Section A of Oregon Federal Aid Project No. 107, consisting of 8.541 miles of roadway and no bridges, of more than 20 feet clear span."

Article III shall be and is hereby revised to read as follows:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part thereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall

be actually put into the construction of Section A of said project shall not in any event exceed the sum of ninety-seven thousand, eight hundred eighty-four and 08/100 dollars ($97,884.08), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-seven thousand, four hundred eighty-one and 05/100 dollars ($167,481.05), the approved total estimated cost of Section A of said project."

The second paragraph of Article V shall be and is hereby stricken out.

The first paragraph of Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 28th day of April, 1938, and the Secretary of Agriculture on the 4th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Colvin
Member, State Highway Commission

By F. L. Dunlap
Member, State Highway Commission

SECRETARY OF AGRICULTURE.

By W. C. Perry
Acting Chief, Bureau of Public Roads.

Section A
Oregon Federal Aid Project No. 107

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. Federal Aid 107-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ ~~167,481.08~~ in lieu of the previous actual payment of $55,564.08, as the total estimated cost of said project, and the sum of $ ~~97,884.08~~ / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. J. Lacy
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4820

Cost Analysis to May 10, 1938 — May 16, 1938

To → R.H. Baldock

107 a+c

FREMONT HIGHWAY - HARRIS CREEK-CHALK CLIFF

Grading, Surfacing & Oiling Contract, 2026, Prefix 19-1106

E. L. Rigdon, Contractor
J. T. Burch, Resident Engineer

NOTED
State Highway Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$300.00	65%			$ 650.00
Trench Excavation	114.80	164 C. Y.	$0.70	$ 0.75	123.00
Excavation Single Class	16,448.74	78,000 C. Y.	0.211	0.20	15,600.00
Overhaul	688.00	68,800 Yd. Sta.	0.01	0.01	688.00
Truck Haul	774.00	8,600 Yd. Mi.	0.09	0.09	774.00
Finishing Roadbed & Slopes	700.00	3.5 Miles	200.00	140.00	490.00
Rounding Cutbanks	621.00	6,900 Lin. Ft.	0.09	0.09	621.00
12" Corr. Iron Pipe	296.50	312 " "	0.95	1.00	312.00
18 " " " "	772.20	572 " "	1.35	1.50	858.00
24" " " "	65.60	32 " "	2.05	2.35	75.20
36" " " "	165.90	42 " "	3.95	4.20	176.40
Salvaging Culvert Pipe	64.80	162 " "	0.40	0.40	64.80
	$ 21,011.54				$ 20,432.40

Total Cost $ 21,011.54
Gross Revenue 20,432.40

Net Loss $ 579.14

Net Loss Equals 2.8% of Gross Revenue

HARRIS CREEK-CHALK CLIFF SECTION

Detail of Cost

LABOR:-

Supervision	$990.00	
Labor	6,259.63	
State Industrial Accident Insurance	217.49	
Social Security & Unemployment Insurance	281.54	
		$ 7,748.66

MATERIALS:-

12" Corr. Iron Pipe	312 Lin. Ft.	at	$0.72	$ 224.64	
12" " " " Bands	14 Each	"	0.92	12.88	
18" " " "	572 Lin.Ft.	"	1.04	593.88	
18" " " " Bands	21 Each	"	1.53	32.13	
24" " " "	32 Lin.Ft.	"	1.62	51.84	
24" " " " Bands	1 Each	"	1.96	1.96	
36" " " "	42 Lin. Ft.	"	3.17	133.14	
36" " " " Bands	1 each	"	3.09	3.09	
					$ 1,053.56

EQUIPMENT RENTAL,
SUPPLIES & MISC.

Equipment Rental	$7,900.00	
Gas, Oil & Grease	2,990.00	
Small Tools & Repairs & Misc.	750.00	
Move In	200.00	
Misc. Overhead Expense	185.00	
Bond	204.32	12209.32
		$ [illegible]2
		21,011.54

HARRIS CREEK - CHALK CLIFF SECTION

REMARKS:-

This contract consists of the grading, surfacing and oiling of 13.73 miles of roadway. It was bid on Nov. 30, 1937; work was started Dec. 13, & up to May 10, 1938, the job was about 23% complete.

The 78,000 cu. yds. of excavation moved to date has consisted of about 16,000 cu. yds. of formation containing boulders in sizes up to 3 cu. yds. some of which had to be shot in order that they could be moved and disposed of in the shallow fills, while the remainder was of a fair common quality. For the excavation work the contractor moved in a new 3/4 cu.yd. shovel & trucks, 3 cats (40 h.p., 60 h.p. & 75 h.p.) and two 8 cu. yd. LeTourneau scrapers. On account of the wet winter and Spring weather the operations were carried on intermittently and consequently resulted in low production. The excavation quantities yet to be moved appear to be of better quality than that which has been moved to date and with the prospect of good weather it can be anticipated with surety that the unit cost on this item can be lowered somewhat.

Due to the ability of the contractor to purchase pipe cheaply, the unit prices on these items are below normal. The finishing costs to date are quite high and are due mainly to the boulders in the cuts and fills. As the work is progressing to the south end of the contract more suitable material to finish with is encountered and the unit cost should show a reduction.

The contractor expects to move his shovel and start topping about the middle of June, and will use the scrapers to finish the excavation which probably will be close to the middle of July. Although the job was bid quite low, it should show a small profit when completed.

E. H. Clymer,
Cost Analyst

By

Henry Jullum

1070-E

April 27, 1938

Honorable Earl Snell,
Secretary of State,
State Office Building,
Salem, Oregon.

Dear Mr. Snell:

There was submitted to you by the Highway Commission on March 9th, 1938, a voucher calling for the payment of $2,648.08 to E. L. Rigdon, which voucher was issued in connection with State Highway Contract No. 1038. There was also served on your office by J. H. Maloney, Collector of Internal Revenue, a notice of levy and warrant for distraint against E. L. Rigdon in connection with the Government's claim against Mr. Rigdon in the sum of $1,385.79. A like notice was served on the State Highway Commission.

This letter is your authority, so far as the Highway Commission is concerned, to split the amount called for by said voucher and pay to J. H. Maloney, Collector of Internal Revenue, the sum of $1,385.79, and pay to E. L. Rigdon $1,262.29. The warrant for Mr. Rigdon you may send to this office for proper disposition.

Yours very truly,

State Highway Engineer

RHB:JMM:FH

cc S. H. Probert
E. L. Rigdon

FORM S-K-1 RM 12-57

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 11, 1933

Mr. E. L. Rigdon,

Paisley, Oregon.

NOTE

Dear Mr. Rigdon:

I have been trying to get in touch with you by telephone for two or three days, but have thus far failed. I have a call still standing and may reach you today. I have also written one or two letters but have had no reply. I am anxious to dispose of the matter involved in the Government's levy which has been served on the State Highway Commission and on the Secretary of State in connection with which the Government seeks to recover the sum of $1385.79.

The Highway Commission and the Secretary of State are holding an amount of money due you on an approved voucher in connection with your contract with the State, but since the amount of the voucher is in excess of the amount claimed by the Government we are unable to pay to the Government the amount of levy unless the voucher is split, and that is a bit troublesome.

If you are willing to assign that particular voucher to a bank in Portland with instructions to the bank to pay the Government the sum of $1385.79 and remit the balance to you, we will prepare such an assignment, or if you will arrange to come here so that we may take the warrant to a bank and get it cashed and get a cashier's check to the Government for the amount of its claim, it can be handled in that way.

It must, however, be disposed of soon in some manner or other and I will thank you to let me know what your pleasure is in the matter.

Yours very truly,

JMD:PW

J. M. DEVERS

cc J. W. Maloney
Rex Davis
Earl Snell
R. H. Baldock

FORM S-K-1 5000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 17, 1938

Mr. E. L. Rigdon,

Barlow, Oregon.

Dear Sir:

Mr. J. W. Maloney, Collector of Internal Revenue, has served on the State Highway Commission and on the Secretary of State, a levy calling for the payment of $1385.79, plus, I presume, some costs.

In view of this action on the part of the Government, neither the Highway Commission nor the Secretary of State can release funds owed to you by the State under your contract for highway construction. The amount of money earned under the contract and held by the State is $2648.05, but you understand that it is difficult to split a warrant and pay part to you and part to the Government.

I suggest therefore, that you make arrangements with the Government for the payment of the Government's claim so that the Government may release the State Highway Commission and the Secretary of State from any obligation as a result of the levy, or in lieu of that, please write me and the Secretary of State and instruct that the warrant be mailed to the Collector of Internal Revenue and then you go there and make possible the cashing of the warrant so that the Government can release to you, the difference.

Please let this matter have your immediate attention so that both the Highway Commission and the Secretary of State may conform to the requirements of the Internal Revenue Collector.

JMD:FRC

Yours very truly,

J. M. DEVERS

cc -
Mr. Earl Snell
Mr. J. W. Maloney
Mr. R. H. Baldock
Mr. S. H. Probert
Mr. Fred Paulus

FORM S-H-1 1500 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
FEB 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

February 21, 1938

Honorable J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Dear Mr. Maloney:

Notice of levy has been served upon the Highway Commission notifying the Commission that E. L. Rigdon is indebted to the United States of America in the sum of $1385.79.

There is going through for payment to Mr. Rigdon an amount of money earned under his contract with the State in the sum of $2,648.05.

So that we may conform to the requirements of the United States of America will you please advise me just what the Highway Commission should do with respect to this notice of levy? We will withhold from E. L. Rigdon payment of said $2,648.05 until we receive advice from your office.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Mr. Fred Paulus
Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. S. H. Probert

NOTED
H B GLAISYER

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
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1974

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 15th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The assignment of Mr. J. T. Burch as Resident Engineer on the Harris Creek-Chalk Cliff Section of the Fremont Highway, is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 7 1937
FOR FILING
107-A

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
- 1937
COMMISSION
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

December 3rd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

Pending your approval, Mr. J. T. Burch is assigned the residency on Contract #2026, Harris Creek-Chalk Cliff section of the Fremont Highway, in Lake County.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
H. M. Smith

HMS:f

cc-Mr. R. H. Baldock

NOTED
C. B. McCullough

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 3rd, 1937

107-1

Mr. W. K. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The contract was awarded on the Harris Creek-Chalf Cliff Section of the Fremont Highway, but the Commission afterward requested that certain right of way purchases be further investigated, and consequently you should not allow the contractor to enter onto the property of Currier or W. A. Harvey.

It is anticipated that it will only take about two weeks to settle this, and there should be plenty other opportunity for the contractor to start his operations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
O. E. McCulloch

December 2, 1937

Mr. E. L. Rigdon
Barlow
Oregon

Dear Sir:

We are fowarding you today by express four copies of Contract No. 2026 which was awarded to you on November 30, 1937, by the State Highway Commission covering the grading, surfacing and oiling of Harris Creek-Chalk Cliff Section of the Fremont Highway, in Lake County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following Page No. 17 of the mimeographed Special Provisions, relating to the payment by the contractor of the amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

MBL

P. S. Please call at Aurora for Secretary's package as there is no express office at Barlow.

107-1

December 1, 1937

E. L. Rigdon

Barlow, Oregon

Dear Sir:

The State Highway Commission on November 30, 1937, awarded you the contract for 13.73 miles grading, surfacing and oiling on the Harris Creek-Chalk Cliff Section of the Fremont Highway in Lake County. This award was based on your low bid of $91,719.70, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert

FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 1 A 7 C 1 C

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects 107-A and 107-C, Harris Creek-Chalk Cliff section of Fremont Highway, to E. L. Rigdon, Barlow, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

BY F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

For

November 27, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 20th, concerning the Harris Creek-Chalk Cliff Project (F. A. Projects Nos. 107-A and 107-C).

The light bituminous treatment specified for this project is a stage construction item and the Commission will have no objection to your including in the project agreement a provision regarding the construction of a heavier type of wearing surface when traffic conditions warrant the additional expenditure.

Copies of the laboratory reports on the materials proposed for use in the pit-run gravel topping are being sent herewith.

Our nearest traffic count station is located about 0.75 mile north of Paisley. The average daily traffic at that station is 69. The traffic at the site of the project would probably be somewhat lighter.

Very truly yours,

State Highway Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 22 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers submitted for Oregon Federal Aid projects 107-A and C, the Harris Creek-Chalk Cliff section of the Fremont Highway, for which bids will be opened November 30th.

Section A was graded 22 ft. wide in 1924 and surfaced with crushed rock in 1925 with Federal Aid. Section C was graded 26 ft. wide in 1929, with Federal Aid. It is now proposed to perform minor relocations and grade revisions and place a 6" compacted depth of gravel topping with a light surface treatment of SC-2 liquid asphalt.

The placing of light bituminous application as a stage construction is satisfactory. However, it will be necessary that the State agree to place an additional wearing surface when traffic conditions require it. Will you please submit such an agreement.

Will you also advise the present traffic count over this section, as we do not have this information, and also information regarding grading of the material proposed for use.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

cc-Mr. R. H. Baldock ✓

N. M. Smith

Form S-9-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 30 1937
HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

November 24, 1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we submit herewith for comparison of bids the following estimate on the Harris Creek-Chalk Cliff section of the Fremont Highway in Lake County, 13.73 miles of grading, surfacing and oiling project:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing	Lump Sum			1,000.00
2.	Trench Excavation	1,200	c. y.	1.00	1,200.00
3.	Excavation, Single Class	153,000	c. y.	.20	30,600.00
4.	Overhaul	132,000	y. stas.	.015	1,980.00
5.	Truck Haul	19,200	y. mi.	0.12	2,304.00
6.	Finishing Roadbed & Slopes	13.73	miles	150.00	2,059.00
7.	Rounding Cutbanks	22,500	lin. ft.	.08	1,800.00
8.	18 inch Corr. Iron Siphon Pipe	220	lin. ft.	2.50	550.00
9.	12 inch Corr. Iron Pipe	1,150	lin. ft.	1.40	1,610.00
10.	18 inch Corr. Iron Pipe	1,320	lin. ft.	2.25	2,970.00
11.	24 inch Corr. Iron Pipe	150.	lin. ft.	3.50	525.00
12.	30 inch Corr. Iron Pipe	10	lin. ft.	5.00	50.00
13.	36 inch Corr. Iron Pipe	110	lin. ft.	7.00	770.00
14.	Salvaging Culvert Pipe	1,220	lin. ft.	.50	610.00
15.	Class "A" Concrete	10	c. y.	25.00	250.00
16.	6 inch Porous Drain Tile	50	lin. ft.	0.50	25.00
17.	Gravel Backfill in Drains	10	c. y.	2.50	25.00
18.	Gravel Topping	50,000	c. y.	0.28	14,000.00
19.	Hauling Gravel Topping	260,000	y. mi.	0.08	20,800.00
20.	Filler	4,200	c. y.	0.30	1,260.00
21.	Hauling Filler	8,400	y. mi.	0.08	672.00
22.	Sprinkling	2,000	M-Gals.	1.50	3,000.00
23.	Preparation of Base	13.73	miles	100.00	1,373.00
24.	No. 2 Road Oil in Place	420	tons	29.00	12,180.00
25.	Gravel Cover Material	2,100	c. y.	1.00	2,100.00
26.	Hauling Cover Material	11,000	y. mi.	0.20	2,200.00
			Total amount of Estimate		$ 105,913.50

Very truly yours,,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

FORM S-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

107 a+c

November 5th
1937

Mr. J. T. Burch
Resident Engineer
State Highway Department
Paisley, Oregon

Dear Sir:

We are enclosing herewith two blue prints of the location profile of the Fremont Highway covering that portion from Station 2900 to Station 3762.

We are also enclosing copy of a letter giving a list of culverts between Station 2986+40 and Station 3634+00. This stationing is the old constructed line data.

Please answer the Construction Engineer's questions in regard to these culverts direct, with a copy to this office. As this job is being worked up for the December letting it is urgent that you give this matter your immediate attention.

For your information I am also enclosing a copy of the Division Engineer's reply to Mr. Smith's questionnaire.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED

By:
R. M. Smith

RMS:f
Encl.

cc-Mr. H. G. Smith ✓

Form S-B-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
1937

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

107 at C

IN REPLY PLEASE REFER TO FILE NO.

November 2nd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your lett r of October 30th concerning salvaged culvert pipe and other matters:

1. You asked for disposition of old pipe and trench excavation involved. These matters are both handled under "Salvaging Pipe Specification". This specification requires that the pipe either be piled up according to the instructions of the engineer or replaced. Trench excavation involved is all covered under Specification #2.

2. The typical section is supposed to be standard in accordance with the section in both cuts and fills. The only difference is that it will not be necessary on this project to carry the 4 - 1 slopes more than 8' horizontally. This project is nearly all cut and fill with little sideborrow. It is impossible to give the stations of this sideborrow without returning the profile and cross sections for this project.

3. We planned on using only a 20' mat of oil as this should be entirely sufficient for a road carrying this travel.

4. 4 - 1 slopes are to be used on all cuts and fills up to and including 4'.

I hope this information will be satisfactory. If anything more is required it will be necessary to return the profile and cross sections.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

FORM S-A-1 1000 9-57

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLAUSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

October 30th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The following is a list of corrugated iron culverts shown on the old constructed line profile of the Harris Creek-Chalk Cliff Section of the Fremont Highway as being in place under portions of the present road to be occupied by the proposed new highways

Station	Size (inches)	Length (feet)	
2986+40	12	26	
3204+95	12	28	
3209+75	12	30	
3240+62	18	28	
3245+25	12	26	
3259+00	18	24	
3267+50	12	26	
3285+70	18	25	
3359+00	12	28	
3364+50	12	28	
3392+50	12	26	
3397+30	12	30	
3435+40	18	28	
3481+00	18	34	
3487+60	18	32	
3498+00	12	34	
3514+00	12	32	
3524+00	12	32	
3530+65 - 3530+75	6	70	(Drain Tile)
3536+00	12	32	
3545+00	18	34	
3634+00	12	34	

H. B. CAMPBELL, Jackson
T. L. TOU VELLE, Jackson
E. B. VARNUM, Benton Harbor
HENRY H. CURRY, Chairman
COMMISSIONERS

In many of the above cases new pipe is planned for installation, but no mention is made as to the disposition of the old pipe. Please indicate what should be done with each of the above pipes and give the quantity of trench excavation involved.

With reference to the typical sections, why use a 30-ft. width in cuts and 30-ft. in fills on the section shown at the top of the page? Is 8 feet maximum for four to one slopes actually to be used on the lower section? The Bureau permits 11 feet. Please give station to station limits where each section applies.

Should the road oil prime coat be spread 22 feet wide to carry the future 20-ft. oil mat?

Where are the four to one cut and fill slopes to be used on the top section? Give station to station limits.

We would like to have this information by return mail, if possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. K. Low
R

cc to: R. H. Baldock ✓

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAESER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

October 16th, 1937

Mr. H. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Under separate cover, I am returning the specifications for the Hunter Hill-Chalk Cliff Section of the Fremont Highway in order that you may change the oiling specifications. I believe it would be satisfactory as you suggest to accomplish more grading and topping with only a prime coat to carry it over a year or two.

I am also forwarding blue prints of the profile. Please return this as soon as possible as the project is scheduled for letting on December 2nd.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-B-1 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED FOR FILING
10 7 atc

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

October 14th
1937

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are sending you herewith specifications for the Hunter Hill-Chalk Cliff section of the Fremont Highway for grading, surfacing and oiling a distance of 9.74 miles.

I went over this job again a few days ago and looked over the Nelson gravel pit which you looked over last summer. The small size of gravel in this pit amounts to only 15% over 1½" which would make it out of the question to use this pit for an O-11.

I looked over the job in other places for rock for an O-11 but there is no suitable rock available except at a point 5.47 miles toward Paisley from this project. In other words, we will have to haul that distance over the road mix and this quarry site is exactly opposite the fine gravel pit that was used for the base and road mix on the previous job.

I have included approx., 7,000 yards of maintenance material in this setup. I plan on having enough for an O-31 seal coat on all the road mix laid to date and some left over for patching. That is, 150 yards of 1/2" - 1/4" and 50 yards of 1/4" - 0" to the mile. This will work out very satisfactorily and is the cheapest proposition that can be worked out for this 9.74 miles.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.

cc-Mr. R. H. Baldock

CONTRACT# [redacted] 2027

20-1202 Belknap Springs-McKenzie Summit Section, McKenzie Hwy.

#-C-1

RECEIVED
JUL 11 1938
FOR FILING

A-2027

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

TELEPHONE: ATWATER 8483

20-1202

MORRISON K. SPROTT
Manager

July 7, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58258-12-689-37 - A. S. Wallace

Gentlemen:

The above bond covers contract for furnishing 7,000 cu. yds. crushed rock in stock piles - Belknap Springs-McKenzie Summit Section of McKenzie Highway - State Project - Lane County, Oregon.

Kindly complete the attached inquiry form and return it to us at your earliest convenience.

Thanking you in advance, we are

Yours very truly,

Raymond C. Weiss
Surety Superintendent

JJ
Encl.

P—104

2027

RECEIVED
NOV 30 1938
FOR FILING
20-1202

November 29, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2027, for the construction of the Belknap Springs-McKenzie Summit Section of the McKenzie Highway in Lane County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 9, 1938.

The State has been advised of a claim by the Cooley Motor Service in amount $13.00 for labor and material against this contract. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contrace will be $14,532.26, including the final payment. Of this amount $230.26 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—SM—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22nd., 1938, 193...

Section Belknap Springs - McKenzie Summit — *Kind of work* Crushed Rock in Stock pile

Highway McKenzie — *Section prefix* 20 - 1202

Contractor A. S. Wallace — *Contract number* 2027

Date of contract November 30th., 1937, 193... — *Date of completion* September 15th., 1938, 193...

Date work started June 15th., 1938, 193... — *Estimated date of completion* August 26th., 1938, 193...

Amount of contract . . . . . $12,880.00 — *Per cent of time elapsed* 100%

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,995.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 743.00, 5.7% — *Date project was completed* August 26th., 1938, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate and expressed same to Mr. K. D. Lytle, Division Engineer, at Roseburg.

NOTED
K.N. HACK

OCT 25 1938

NOTED
VAN SCOY

Signed H. E. Roberts

Address Cascade Summit, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

P—104

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20.00		
Miles partially completed			XXXXXX		
Miles completed			20.00		
Total estimated quantities			7748		
Estimated quantities moved or placed to date			7748		
Average daily quantities			XXXXX		
Average daily quantities necessary to complete project on time			XXXXX		
Number shifts per day			XXXXX		
Hours per shift			XXXXX		
Average force on project for week			XXXXX		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Bright and Cold		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 23 1938
FILING

#-027
Fo. & Co

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

TELEPHONE: ATWATER 8483

MORRISON K. SPROTT
Manager

RECEIVED
SEP 23 1938
OREGON
STATE HIGHWAY COMMISSION

September 22, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58258-12-689-37 - A. S. Wallace

Gentlemen:

The above bond covers contract for furnishing 7,000 cu. yds. crushed rock in stock piles - Belknap Springs-McKenzie Summit Section of McKenzie Highway - State Project - Lane County, Oregon

The last time we heard from you you stated that the probable date of completion would be September 15th. We are wondering if this contract has now been completed; therefore, we ask that you kindly complete and return to us the enclosed inquiry form.

A stamped, self-addressed envelope is enclosed for your convenience in returning the above mentioned form.

Yours very truly,

Raymond C. Green
Surety Superintendent

JJ
Encl.

Aug. 26 -
C - $14,501.28
R - $ 966.00
C - $13,535.28

F-104

#2027

RECEIVED
SEP 12 1938
FOR FILING
20-1202

September 10, 1938

Cooley's Motor Service

Blue River, Oregon

Gentlemen:

This acknowledges receipt of your letter of September 9 advising of your claim against Contractor A. S. Wallace in connection with his contract for furnishing crushed rock in stock piles on the Belknap Springs-McKenzie Summit Section of the McKenzie Highway, in Lane County, Contract No. 2027.

In connection with this contract the contractor was required to furnish the state with a surety bond for the protection of claims incurred against the contract. The bond on this contract was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is local agent with offices in the Bedell Building, Portland. We are today notifying the surety and the contractor of your claim and suggest that you do likewise.

Very truly yours,

HBG:AM

Secretary

September 10, 1938

United States Fidelity & Guaranty Co.
C. B. Eckles, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a letter from the Cooley Motor Service, Blue River, Oregon, advising of its claim against Contractor A. S. Wallace in connection with his contract for furnishing crushed rock in stock piles on the Belknap Springs-McKenzie Summit Section of the McKenzie Highway, in Lane County, Contract No. 2027. The claim amounts to $13.00 for repairing crusher.

This information is given you inasmuch as you appear surety on the bond furnished in connection with this contract.

Very truly yours,

Secretary

AM

cc - A. S. Wallace
Roseburg, Oregon

COOLEY'S MOTOR SERVICE

BLUE RIVER, OREGON

Sept . 9 . 38 .

Oregon State Highway Commission .
Gentlemen;

This is to notify you that my account with the Wallace Gravel and const. Co.Who lately completedaa crushing contract for the state Highway Dept. at Scott Lake on the McKenzie highwayhas notbeen settled yet.

We will appreciate your co-operatin inthis matter and enclose a copy of the accou as it now stands.

Yours Sincerly

L. M. Cooley, Prop.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 18 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

MMISSION

NOTED
C. S. McCullough

McKenzie Highway
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uly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

COOLEY'S MOTOR SERVICE

BLUE RIVER, OREGON

Sept. 1 , 38

To Wallace Gravel Co.
Acct. repairing crusher

Total hrs. on trip 8.00	
Hrs. on road 3.00 flat rate	$2.00
Hrs. working 5.00 @$1.50	7.50
60 cu. ft. oxygen @ .05	3.00
10 " " acet. gas @ .05	.50
	13.00

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 18 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE No.

MMISSION

NOTED
C. S. McCullough

McKenzie Highway
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uly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
AUG 18 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 17, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
C. S. McCullough

Attention: H. G. Smith

Dear Sir:

Last spring, there were many soft places on the McKenzie Highway around the summit, and as a result the oil broke up badly. Mr. Toole has requested that we have the present contractor, Mr. Wallace, who is producing maintenance material on this section, crush approximately 800 or 100 cubic yards of 1 1/4" minus rock for use in surfacing the bad sections before we put on our 0-3[illegible] oil covering.

Mr. Wallace was contacted regarding this matter and indicated that he would produce this material at the price we are paying for the other grades, which is $1.84 per yard. The material would be sold at the crusher stock pile site, which with the adjustment on hauling, would reduce the price to approximately $1.45 per yard.

Under our present financial set-up, it seems that we will not use the contingency fund of approximtely $500.00 which could be applied on the purchase of this material. The balance necessary to pay for the yardage over and above the $500.00 would have to be provided by the Commission.

At the present time, it looks like Mr. Wallace will be through about the end of this week, and if it is decided to do this extra work, I should be advised not later than next Monday.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Baldock ✓

RECEIVED
DEC 9 1937
FOR FILING

December 8, 1937

Mr. A. S. Wallace
Roseburg
Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2027 which was awarded to you on November 30, 1937, by the State Highway Commission, covering the furnishing of crushed rock in stock piles on the Belknap Springs-McKenzie Summit Section of the McKenzie Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be sent you for your records and files. A fully executed copy will also be sent the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page entitled ADDITIONAL SPECIAL PROVISIONS immediately following page No. 15 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

20-12-07

December 1, 1937

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

The State Highway Commission on November 30, 1937, awarded you the contract for furnishing 7,000 cu. yds. crushed rock in stock piles for the Belknap Springs-McKenzie Summit Section of the McKenzie Highway in Lane County. This award was based on your bid of $12,880 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Probert

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

20-120.2

Nov. 29th, 1957.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. E. HACKETT

Dear Sir:

I have had Mr. Umphlette ask Mr. Thompson, Supervisor of the Willamette Forest, for a special use permit in connection with the Belknap Springs-McKenzie Summit Rock Production job and have today received the attached letter relative to the matter.

Although the formal permit has not been sent to us, I am sure it will be alright to let the contract.

Very truly yours,

K. D. LITTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

CONTRACT# [redacted] 2028

23-1204 Snake River Slides-Ontario Section,
Old Oregon Trail Hwy.
E2028

Final Cost Analysis — May 10, 1938

OLD OREGON TRAIL - SNAKE RIVER SLIDES - ONTARIO SECTION

23-1204

NOTED

tate Highway Engineer

Rock Production Contract #2028,
Prefix 23-1204

Rogers Construction Co., Contractors — W. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr.Gravel in Stockpile	$2,716.76	2,450	C.Y. 1.11	0.85	$2,082.50
½" - ¼" Cr. Gravel in Stockpile	2,621.28	2,363.9	C. Y. 1.11	0.85	2,009.32
¼" - 0" Cr. Gravel in Stockpile	1,219.77	1,100	C. Y. 1.11	0.85	935.00
Hauling Stockpile Material	2,850.19	27,006.9	Yd. Mi. 0.106	0.10	2,700.69
Screen Rejections	136.43	545.7	C. Y.	0.25	136.43
	$9,544.43				$ 7,863.94

Total Cost $ 9,544.43
Gross Revenue 7,863.94

Net Loss $1,680.49

Net Loss Equals 21.4% of Gross Revenue.

Labor:-

Supervision	$ 661.50	
Labor	2,935.35	
State Industrial Accident Insurance	269.19	
Social Security & Unemployment Insurance	143.87	
		$ 4,009.91

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$2,100.00	
Rented Trucks (Not including Labor)	1,894.37	
Gas, Oil & Grease	872.71	
Explosives	49.99	
Small Tools Repairs & Misc.	152.05	
Lumber	107.64	
Move In	200.00	
Misc. Overhead Expense	79.13	
Bond	78.63	
		$ 5,534.52
		$ 9,544.43

SNAKE RIVER SLIDES - ONTARIO SECTION

Crushing Costs

	Cost	Cu. Yds. Crushed	Unit Cost
Plant Erection	$645.75	6,459.6	$ 0.100
Quarry to Crusher	1,252.27	"	0.194
Crushing	3,709.46	"	0.574
Haul Waste	456.00	"	0.071
Supervision Etc.	780.76	"	0.121
Haul to Stockpiles	2,700.19	"	0.418
	$ 9,544.43	"	$ 1.478

Quantities Crushed

Sizes	
3/4 - ½"	2450 C. Y.
½ - ¼"	2363.9 C.Y.
¼ - 0"	1100 C.Y.
Screen Rejections	545.7 C.Y.
	6459.6 C.Y.

SNAKE RIVER SLIDES - ONTARIO SECTION

REMARKS:-

This contract consisted of the production of 5500 cu. yds. of crushed gravel in stockpiles. It was bid and awarded Nov. 30, 1937. On Dec. 28th, the contractor began erecting the crushing plant & crushing was started January 23, 1938 and completed March 1st.

The pit had been opened on a previous contract and consisted of a strata of gravel with an overburden of about 10 feet of top soil. The gravel contained an excessive amount of fines. Including top soil that caved into pit, about 70% of material was scalped with screens and wasted. A small amount of explosives was used in scattered parts of the pit to loosen consolidated gravel so that the dragline bucket could dig.

The crushing plant consisted of two crushers (10" gyratory and 3' cone), an 8' x 4' triple deck screen and was powered by a 120 H.P.Buda diesel engine. A stationary dragline hoist powered by a 50 h.p. diesel cat engine was used to drag the material to the gyratory crusher. The plant averaged about 15 to 20 cu. yds. per hour while operating. Numerous shutdowns resulted from minor breakdowns and from caveins on dragline bucket. Also some trouble was experienced in getting trucks from pavement to stockpile sites, as the grounds were unstable due to wet conditions. A shortage of trucks developed towards the close of operations, which necessitated the stockpiling of about 500 cu. yds. near the plant. This was later loaded into trucks with the use of a loading platform and a slip scraper hooked to a truck.

The job was bid very low being $1085.00 under second bid and $2200 under third. This contractor is an excellent operator and can crush material as cheaply as any in the state, but the job was bid too low to warrant a profit.

E.H. Clymer, Cost Analyst

By

Henry Jullum.

RECEIVED
APR 5 1938
FOR FILING

#2028

23-1-04

April 1, 1938

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2028 for the construction of the Snake River Slides-Ontario Section of the Old Oregon Trail in Malheur County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,865.94, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2028

March 15, 1938

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2028, Snake River Slides-Ontario Section of the Old Oregon Trail in Malheur County. This payment will be made on or after March 25, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—12-36

23-1204

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 5, 1938

Section Snake River Slides - Ontario
Kind of work Rock Production
Highway Old Oregon Trail
Section prefix ~~23-2611~~ 23-1204
Contractor Rogers Construction Co.
Contract number 2028
Date of contract Nov. 30, 1937
Date of completion April 30, 1938
Date work started Dec. 28, 1937
Estimated date of completion March 1, 1938
Amount of contract . . . . . $ 7225.00
Per cent of time elapsed 65 %
Estimated cost of completed project, exclusive of engineering . . . . . $ 8264.00
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date, $ 300, 4 %
Date project was completed March 1, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished hauling rock to the several stockpile sites and completed shaping up the piles on Tuesday, March 1st. He is tearing down the plant now and is moving in on the Baker - Durkee job.

On Thursday our field crew measured up all of the stockpiles.

RECEIVED
1 MAR 1938

Signed M A Tosh

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			23.66		
Miles partially completed					
Miles completed			23.66		
Total estimated quantities			5500		
Estimated quantities moved or placed to date			5500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers .....; . . . .; . . . .; . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
JAN 3 1938
FOR FILING

23-1204

December 31, 1937

ROGERS CONSTRUCTION COMPANY
Box C 4
Dayton, Washington

Gentlemen:

We are forwarding to you today by express a fully executed of each of the following contracts which were awarded to you by the State Highway Commission on November 30:

Contract No. 2028, for the furnishing of crushed gravel in stock piles on the Snake River Slides-Ontario Section of the Old Oregon Trail Highway, in Malheur County; 23-1204

Contract No. 2029, for the furnishing of crushed rock in stock piles on the Kamela-LaGrande Section of the Old Oregon Trail Highway, in Union County. 31-1203

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL.

RECEIVED
DEC 9 1937
FOR FILING

December 8, 1937

ROGERS CONSTRUCTION COMPANY
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2028 which was awarded to you on November 30, 1937, by the Oregon State Highway Commission for the furnishing of crushed gravel in stock piles on the Snake River Slides - Ontario Section of the Old Oregon Trail Highway, in Malheur County.

Will you please execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send a fully executed copy to the surety on your bond.

Your special attention is called to the provision under Section five of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page entitled ADDITIONAL SPECIAL PROVISIONS immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL.

23-12-H

December 1, 1937

Rogers Construction Co.
Box 64
Dayton, Washington

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for furnishing 5,500 cu. yds. crushed gravel in stock piles for the Snake River Slides-Ontario Section of the Old Oregon Trail in Malheur County. This award was based on your low bid of $7,225 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert

CONTRACT #2029

31-1203 Kamela-LaGrande Section, Old Oregon Trail Hwy.

2029

#1-1127

RECEIVED
OCT 21 1938
FOR FILING

RECEIVED
OCT 21 1938
OREGON
STATE HIGHWAY COMMISSION

Dayton, Washington

October 19, 1938

Mr. Frank A. Garbe, Attorney
United Pacific Insurance Company
Exchange Building
Seattle, Washington

Dear Sir: Re: Bond No. 25058, Rogers Construction Company - Roy Farnam Supply Company

We have your letter of October 14, advising us that the Roy Farnam Supply Company of LaGrande, Oregon, has filed claim in the sum of $85.03 for parts furnished to Mr. A. M. Gaub for his trucks which were used on the Kamela-LaGrande Rock Production Project in Union County, Contract No. 2039, during the months of May and June, 1938.

On October 3 we received a copy of the Oregon State Highway Commission's letter to your General Agent, Mr. M. L. Ritchie, concerning this matter. We immediately made out a check to Mr. A. M. Gaub, for $85.03, and sent it to our timekeeper at Enterprise, Oregon. We instructed him to have Mr. Gaub indorse the check over to the Roy Farnam Supply Company and send it to them. Our bank has now advised us that this check, indorsed by the Roy Farnam Supply Company, has been cashed. We paid Mr. Gaub in full for the rental of his trucks at LaGrande some time ago, and were able to make this arrangement only because he still has a truck working for us.

We do not know how this matter happened to escape our attention, except that Mr. Farnam did not write us about it until October 7. It seems to us that he should have notified us a long time before that, or at least before he filed claim with the Oregon State Highway Commission.

Very truly yours,

ROGERS CONSTRUCTION CO.

DOR en

CC: Oregon State Highway Commission
Salem, Oregon

REFERRED TO
ASST SECRETARY
NOTED
H B CLAUSEN

RECEIVED
OCT 3 1938
FOR FILING
31-1402

September 30, 1938

Roy Farman Supply Co.

LaGrande, Oregon

Attention: R. A. Farman

Gentlemen:

I have just received your letter of September 29 regarding your account with A. M. Gaub who worked for Rogers Construction Company on the Kamela-LaGrande Rock Production Project on the Old Or gon Trail, in Union County, Contract No. 2029. I note that Mr. Gaub's claim is in the amount of $85.03 and that it represents the cost for parts for his trucks which were employed on the above work.

Just what connection Mr. Gaub has with the Rogers Construction Company I do not know but I would suggest that you notify the Rogers Construction Company of your claim. Its address is Dayton, Washington. It may be possible for you to secure satisfactory settlement by so doing inasmuch as you state that Mr. Gaub is still working for the company.

I might also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon 1931, a mimeographed copy of which is inclosed. This will hold the bond furnished by the Rogers Construction Company, in connection with this job, liable for the payment of your claim, if it is a legitimate one against the bond. The bond was written by the United Pacific Company for whom M. L. Mitchie is local agent with offices in the Board of Trade Building, Portland, Oregon.

If the claim is not a legitimate one against the bond, then your action would have to be against Mr. Gaub personally I believe but as to that I would suggest that you consult your attorney.

Very truly yours,

HBG:AM

Secretary

September 30, 1938

The United Pacific Company
M. L. Ritchie, General Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that Mr. A. M. Gaub, who worked for Rogers Construction Company on the Kamela-LaGrande Rock Production Project in Union County, Contract No. 2029, owes the Roy Farman Supply Company of LaGrande $85.03 for parts furnished Mr. Gaub's trucks which were used on the above mentioned job during the months of May and June.

This information is given you inasmuch as you appear surety on the bond furnished by the Rogers Construction Company in connection with this job.

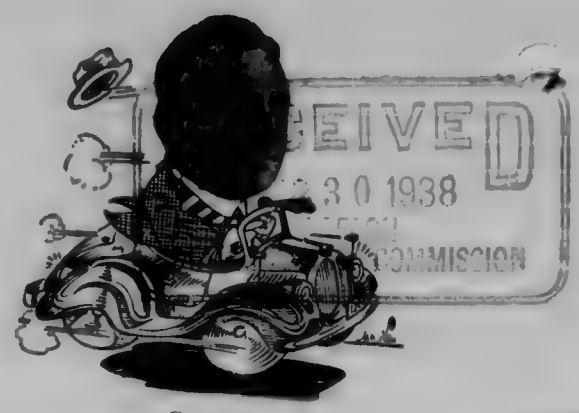
Very truly yours,

HBG:AM

Secretary

cc - Rogers Construction Co.
Dayton, Washington

Pistons
Rings
Valves
Bearings
Gaskets
Axles
Gears
Paints
Tools
Equipment



Guns
Ammunition
Tackle
Tennis
Golf
Boots
Shoes
Balls
Uniforms
Equipment

Phone Main 43 OWNER **La Grande, Oregon**

WE STRIVE TO PLEASE

ROY FARNAM SUPPLY

The Place to Buy

— AUTOMOTIVE PARTS — ***— SPORTING GOODS —***

WHOLESALE AND RETAIL

Sept. 29, 1938

Oregon State Highway Dept.
Salem, Oregon

Dear Sir: Attention Mr. H. B. Glaisyer

We are somewhat concerned over an account with a Mr. A. M. Gaub, who worked for Rodgers Construction Co. on the Kamela-La Grande rock production job in Union County, contract # 2029.

We furnished parts for Mr. Gaub's trucks which were being used on this job during the month of May and June in the amount of $85.03 and have been unable after many attempts to collect this account. He promises to pay but just keeps stalling.

Mr. Gaub is still working for Rodgers Construction Co. on the Enterprise-Scotch Creek District Contract # 2090. I understand this job is near completion, and as Mr. Gaub's home is in the State of Washington, I fear that he may leave the State which would make collection difficult.

If there is anyway your department can help me or if you have any suggestions that will help in securing this account, I assure you I will greatly appreciate your help. Thanking you for any assistance you may be able to render, I am

Respectfully yours,

R. A. Farnam.

RAF CW

ANSWERED
B. G.

RECEIVED
OCT 24 1938
FS
31-1203

R.H.Baldock

September 20th, 1938

COST ANALYSIS - FINAL REPORT
Old Oregon Trail Highway, Kamela-LaGrande Section
Rock Production Contract 2029 Prefix 31-1203

Rogers Construction Co., Contractors
N. A. Toole, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$2,655.25	2,414.3 cu. yd.	1.10	1.20	$2,897.16
½"-¼" " " " "	2,843.76	2,585.7 " "	1.10	1.20	3,102.84
¼"-0" " " " "	1,099.80	1,000.0 " "	1.10	1.20	1,200.00
Haul Cr. Rock, Pile Measure	2,452.40	21,772.2 yd. mi.	0.113	0.12	2,612.66
Screen Rejections	894.25	3,577.0 cu. yd.			894.25
	$9,945.46				$10,706.91

Gross Revenue	$10,706.91
Total Cost	9,945.46
Net Profit	$761.45

Net Profit Equals 7.1% of Gross Revenue

Kamela-LaGrande Rock Production

Detail of Cost

Labor:			
Supervision (Timekeeper)		$140.00	
Labor		2,881.43	
State Industrial Accident Insurance		151.07	
Unemployment Insurance & Social Security		120.86	
			$3,293.36
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$2,390.00	
Rented Equipment		500.00	
Hired Trucks (Not including labor & gas)		1,344.79	
Gas, Oil & Grease		746.04	
Small Tools, Repairs & Misc.		611.94	
Explosives		638.12	
Moving In		100.00	
Bond	1% of Gross Revenue	107.07	
Home Office	2% " " "	214.14	
			$6,652.10
			$9,945.46

Kamela-LaGrande Rock Production

COST OF CRUSHED ROCK

	Cost	Quantity	Unit Cost
Drill & Shoot Quarry	$1,247.89	9,577 cu. yd.	0.130
Erection of Plant	424.03	" "	0.044
Quarry to Crusher	1,004.41	" "	0.105
Crushing	3,470.62	" "	0.362
Trucking	2,653.85	" "	0.277
Stockpiling	464.37	" "	0.048
Overhead & Proratable Expense	680.29	" "	0.072
Total Cost of Crushed Rock in Stockpile	$9,945.46	9,577 cu. yd.	$1.038

QUANTITIES & SIZES OF MATERIALS

3/4"-½"	2,414.3 cu. yd.
½"-¼"	2,585.7 " "
¼"-0"	1,000.0 " "
Screen Rejections (½"-¼")	1,212.0 " "
" " (¼"-0")	2,365.0 " "
	9,577.0 cu. yd.

Kamela-LaGrande Rock Production

REMARKS:

This contract consisted of the production of 5,000 cubic yards of crushed rock in stockpiles. It was bid and awarded on November 30th, 1937; work was started March 14th, 1938 and completed July 19th of the same year.

During the period March 14th to 31st, a small crew drilled and shot the quarry. An interval of six weeks elapsed before erection of plant was started on May 16th. Crushing began on May 24th, and continued until July 17th.

The crushing plant consisted of two crushers (15" x 36" jaw and a 3' cone), 4' x 8' quadruple deck screen and a 120 Buda diesel engine. A stationary dragline hoist powered by a 60 h.p. diesel engine was used to bring material to plant. The material in quarry shot up very nicely. The contract proportions of 3/4"-½" and ½"-¼" rock were difficult to maintain. While the contract specified equal amounts of the two sizes, the contractor's product showed about 65 cubic yards of 3/4"-½" rock to every 100 cubic yards of the ½"-¼" size. At completion it was found that an overrun of 1212 cubic yards of the ½"-¼" rock had been made and was, therefore, classed as screen rejections along with 2365 cubic yards excess of the ¼"-0" size.

Had the contractor been able to keep the size proportions more in line with those of the contract a very good profit would have been made.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
AUG 13 1938
FOR FILING
31-1203

August 12, 1938

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2029 for the construction of the Kamela-La Grande Section of the Old Oregon Trail in Union County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remainigg unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,706.91, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 12 1938
FOR FILING

31-12-03

August 11, 1938

Mr. W. C. Williams
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

You are advised that the time limit on the Rogers Construction Company Contract, No. 2029, Kamela-LaGrande Section, expired on April 30. Will you please take up the matter of further extension of time with the contractors and forward us your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MRL

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CRATHER, SECRETARY

RECEIVED
AUG 1 1938
FOR FILING

RECEIVED
JUL 1 - 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 29, 1938

IN REPLY PLEASE REFER TO FILE NO.

31-1203

Mr. R.H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Kamela-La Grande maintenance materials project was satisfactorily completed by the Rogers Construction Company on July 12 and I am enclosing herewith semi-final estimate on the project. Records supporting the semi-final extimate on this project are being forwarded by express.

You will note that the project authorization is overrun $122.99. This overrun is the result of purchasing more screen rejections than anticipated. For some reason, the contractor was unable to get a sufficient quantity of 5/4" to ¾" rock and after he had manufactured a sufficient amount of the ¾"-½" he found it necessary to continue manufacturing rock to secure the 5/4" size. He therefore had an excess of 1211.6 cubic yards of ¾" to ½" rock, which is the same kind and quality of material purchased in the contract. It seemed highly desirable to purchase this material as screen rejections at 25¢ per cubic yard and that excess quantity has been included in the estimate, as well as 2385 cubic yards of ½" to 0 screen rejections. The ½" to 0 rejections are valuable for seeding purposes and a great deal of this size is required in the Blue Mountains.

In preparing the final estimate, you will note that we have allowed payment at the bid price for 2414.3 cubic yards of 5/4" to ¾" rock and 2585.7 cubic yards of ¾" to ½". These two quantities total exactly 5,000 cubic yards, which was the total amount of these two sizes bid on. All excess has been considered as screen rejections and listed at 25¢ per cubic yard.

I am submitting with the estimate a request for additional authorization in the amount of $150.00.

Very truly yours

NOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock
S. H. Probert
J. W. McCallister

Form 220—8M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16, 193 8

Section Kamela-LaGrande

Highway Old Oregon Trail

Contractor Rogers Const. Co.

Date of contract Nov. 30, 193 7

Date work started March 14, 193 8

Amount of contract . . . . . $ 9720.00

Kind of work Furnishing Crushed Rock

Section prefix 31-120 #3

Contract number 2029

Date of completion April 30, 193 8

Estimated date of completion July 12, 193 8

Per cent of time elapsed overtime %

Estimated cost of completed project, exclusive of engineering . . . . . $ 10858.80

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 556, 5.7 %

Date project was completed July 12, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rogers spent Monday and Tuesday shaping up stockpiles and tearing down crushing plant. Finished stockpiles Tuesday evening.

RECEIVED
JUL 20 1938

Signed N.A. Toole

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			19.63		
Miles partially completed					
Miles completed					
Total estimated quantities			6000		
Estimated quantities moved or placed to date			6000		
Average daily quantities			-		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			6 hr. 40 min.		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday			
Thursday			
Friday			
Saturday			

31-1203

RECEIVED
JAN 3 1938
FOR FILING

December 31, 1937

ROGERS CONSTRUCTION COMPANY
Box C 4
Dayton, Washington

Gentlemen:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on November 30, 1937:

Contract No. 2028, for the furnishing of crushed gravel in stock piles on the Snake River Slides-Ontario Section of the Old Oregon Trail Highway, in Malheur County;

Contract No. 2029, for the furnishing of crushed rock in stock piles on the Kamela-LaGrande Section of the Old Oregon Trail Highway, in Union County.

31-1203

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

31-1203

COPY

Seattle, Washington
December 20, 1937

Oregon State Hwy. Commission
Salem, Oregon

Re: ROGERS CONSTRUCTION CO. -Contract No. 2028. 23-1234
Old Oregon Trail Highway, Malheur County.
Snake River Slides-Ontario Section.
ROGERS CONSTRUCTION CO. -Contract No. 2029.
Old Oregon Trail Highway, Union County. 31-1203
Kamela-LaGrande Section.

Gentlemen:

Under separate cover we are forwarding your four copies of each of the above numbered State Highway Contracts and bonds duly executed by the Rogers Construction Co. as Principal and our Company as Surety.

Very truly yours,

UNITED PACIFIC INSURANCE CO.

MR

M.T. Ritchey
Portland Office

CC J.E.McGovern Co.,Spokane, Wash.
Surety Dept., Seattle, Wash.

RECEIVED
DEC 9 1937
FOR FILING
31-1209

December 8, 1937

ROGERS CONSTRUCTION COMPANY
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2029 which was awarded to you on November 30, 1937, by the Oregon State Highway Commission, covering the furnishing of crushed rock in stock piles on the Kamela-LaGrande Section of the Old Oregon Trail Highway, in Union County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send a fully executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to carry on your work under this contract in strict conformance with the provisions of this Act, whose terms you are expected to accept.

Your attention is also called to the mimeographed page entitled ADDITIONAL SPECIAL PROVISIONS immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, etc.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

31-1-203

December 1, 1937

Rogers Construction Co.
Box 64
Dayton, Washington

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles for the Kamela-LaGrande Section of the Old Oregon Trail in Union County. This award was based on your low bid of $9,720 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert

CONTRACT [redacted] 2030

33-1202 Maupin Rock Production, The Dalles California Hwy.

2030

#2030

RECEIVED
MAR 28 1939

33-1202

March 27, 1939

Honorable Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 23, 1939, inclosing copies of a claim that has been filed by the State Unemployment Compensation Commission against the bond taken from Smith & Company in connection with their contract, No. 2030, for the Maupin Rock Production Project on The Dalles-California Highway.

In accordance with our usual practice we are today notifying the surety on the bond that the claim has been filed.

Very truly yours,

HBG:AM

Secretary

March 27, 1939

United States Fidelity & Guaranty Co.
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that the Secretary of State has forwarded to this office copies of a claim which has been filed by the State Unemployment Compensation Commission against Smith & Company in connection with their contract, No. 2030, for the Maupin Rock Production Project on the Dalles-California Highway.

A copy of the claim is inclosed for your information.

Very truly yours,

AM Secretary

cc - Smith & Company
Tygh Valley, Oregon

COPY

NOTICE OF CLAIM AGAINST BOND

March 22, 1939

State of Oregon

Earl Snell, Secretary of State

Notice is hereby given, that the State Unemployment Compensation Commission has a claim for contributions due the State Unemployment Compensation Trust Fund in the sum of $112.08 against the bond taken from Albert L. Smith, Milton F.Smith and Roy L.Rich, partners, doing business as Smith & Co., and the United States Fidelity and Guaranty Company for work on the Rock Production Job No. 2030 on the Maupin Section of The Dalles-California Highway.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By: D. A. Balmore
Administrator

Endorsed: File No. 2828
March 23, 1939

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAR 24 1939
OREGON
STATE HIGHWAY COMMISSION

March 23, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. L. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by State Unemployment Compensation Commission for $112.08 against the bond taken from Albert L. Smith & Milton F. Smith & Ho. B. Hirh, doing business as Smith & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Production Job No. 2050 on the Maupin Section of The Dalles-California Highway which has been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

E:FM
encs. 3

#2030

RECEIVED
MAR 2 2 1939
FOR FILING

March 24, 1939

Commercial Tire Company
115 N. W. Broadway at Couch
Portland, Oregon

Attention: Marie E. Schwab

Gentlemen:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of March 18, 1939, relative to your claim against R. L. Rich of Smith & Company for tires and tubes furnished in connection with state highway contract No. 2030. We note that you have not as yet received compensation for these tires and tubes.

It is our suggestion that you file notice of your claim with the surety on the bond furnished by Smith & Company in connection with this contract. The bond was written by the United States Fidelity & Guaranty Company for whom McCollister & Campbell are agents with offices in the Central Building, Seattle, Washington. If you do not secure satisfaction within a reasonable length of time I would then suggest that you turn the claim over to your Attorney for collection through court procedure.

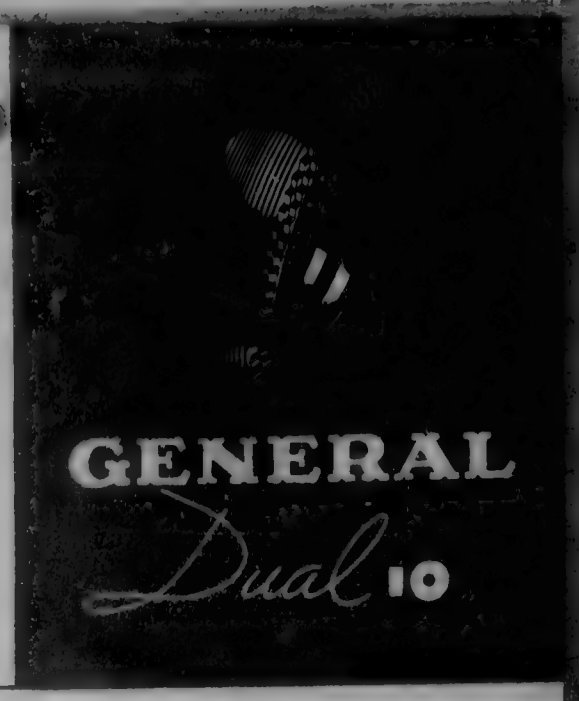
I take it that you have already filed your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HEG:AM

Secretary

COMMERCIAL TIRE COMPANY
RADIOS - BATTERIES
115 N. W. BROADWAY at COUCH
PORTLAND, OREGON
Phone BRoadway 1241



March 18, 1939

Mr. Earl Snell
Secretary of State
State of Oregon
Salem, Oregon

Subject R.L.Rich
Contract # 2030
Wasco County

Dear Sir:

On November 16, 1938, you acknowled receipt of claim from this company for tires and tubes furnished in the amount of $357.32 against the bond taken by R.L. Rich of Smith and Company from the United States Fidelity and Guaranty Company for work of the State Highway Commission for furnishing crushed rock for the Maupin section of the Dalles-California and Wapinita Highways.

We have received no compensation for these tires and tubes, total amount still being outstanding on our books. It is our understanding that the bonding company has in its possession monies held in abeyance on this contract.

Could you furnish us with information as to our rights in this matter so we may proceed to collect this account.

Thanking you for anything that you can do for us in clearing up this account and thanking you for past favors, we are

Very truly yours,

Commercial Tire Company
by Marie E. Schwab

MES D

3/23/39
Respectfully referred to State Highway Commission

EARL SNELL,
Secretary of State

ANSWERED
H. B. GLAISYER

SECRETARY OF STATE
RECEIVED
MAR 20 1939
EARL SNELL

GENERAL
STOPS QUICKER ON WET, SLIPPERY PAVEMENT — STOPS STRAIGHT IN LINE — EVERY TIME

#2030

RECEIVED
JAN 24 1939
FOR FILING

January 20, 1939

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 14, enclosing three copies of a notice of claim by Cyclone Air Cleaner Company in the amount of $37.51 against Smith & Company, in connection with the construction of the Waspin Rock Production Project, State Highway Contract No. 2030.

We have noted this claim in our records of this job, and are today forwarding copies of the notice thereof to the contractor company and its surety, the U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

EHL

January 20, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Cyclone Air Cleaner Company, in the amount of $37.51, against Smith & Company, for work in connection with State Highway Contract No. 2030, Hampin Rock Production Project.

Inasmuch as you are surety for the contractor company, we are sending you a copy of this notice of claim for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Smith & Company
Goldendale, Wn.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 16 1939
STATE HIGHWAY COMMISSION

January 14, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files three copies of a notice of claim by Cyclone Air Cleaner Co. for $37.51 against the bond taken from Smith & Company, principal, and U. S. Fidelity & Guarantee Company, surety, for work on the Maupin Rock Production Project, contract No. 2030, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
enc. 3

COPY

CYCLONE AIR CLEANER CO.

4247 S. E. Hawthorne Blvd.
Portland, Oregon
January 13, 1939

Secretary of State
State House
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Cyclone Air Cleaner Co., has a claim for two Cyclone Air Cleaners, in the sum of $37.51, against the bond taken from the United States Fidelity & Guarantee Company for the work on State Contract No. 2030, Maupin Rock Production Project, on which the firm of Smith & Company were working as contractors.

Very truly yours,

CYCLONE AIR CLEANER CO.

R. G. STONE
R. G. Stone, Treas.

RGS:RZG

Endorsed: File No. 2825
Filed January 14, 1939
EARL SNELL
Secretary of State

RECEIVED
JAN 12 1939
FOR FILING

2030

January 12, 1939

CYCLONE AIR CLEANER COMPANY
4247 S. E. Hawthorne Boulevard
Portland, Oregon

Attention R. G. Stone, Asst. Mgr.

Gentlemen:

Your letter of January 6, which was addressed to the Secretary of State, with reference to a contract of Smith & Company, has been referred to this department for reply.

The contract you have in mind is no doubt our No. 2030, and is for the Maupin Rock Production Project, in Wasco County. This contract was awarded to the above firm on November 30, 1937, and was completed on August 27, 1938. It was accepted by the Highway Commission on September 28, 1938.

The bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is general agent, and his office is in the Bedell Building, Portland. We have no forms for filing claims against contractors. However, we are enclosing herewith mimeographed copy of Chapter 380, Oregon Laws 1931, which will give you full information concerning the filing of claims against contractors on public work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MRL

RECEIVED
DEC 31 1938

A CYCLONE will protect your motor

CYCLONE AIR CLEANER CO.

DRY AIR CLEANERS FOR TRACTORS, DIESEL MOTORS, AIR COMPRESSORS AND INDUSTRIAL ENGINES

PHONE EAST 3807

RECEIVED
JAN 9 - 1939
OREGON
STATE HIGHWAY COMMISSION

4247 S.E. Hawthorne Blvd.
Portland, Oregon

January 6, 1939

Secretary of State
State House
Salem, Oregon

Gentlemen:

Kindly advise us the job number on which Smith & Company were working at Tygh Valley, Oregon during the month of May 1938. We understand this was called "The Dalles-California Highway Project".

Also, kindly forward us as soon as possible the proper form for filing a claim for payment of merchandise delivered on this job.

Very truly yours,

CYCLONE AIR CLEANER CO.

R. G. Stone, Ass't. Mgr.

RGS:RZG

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
JAN - 7 1939
EARL SNELL

RECEIVED
DEC 6 1938
FOR FILING
33-1202

December 5, 1938

Mr. A. W. Murray, Superintendent
United States Fidelity & Guaranty Co.
306 Central Building
Seattle, Washington

Dear Sir:

This acknowledges receipt of your two letters in regard to the Smith & Company contract, No.2030, which is the Maupin Rock Production Project on The Dalles-California and Wapinitia Highways, in Wasco County, one letter being dated December 2, 1938, and the other December 3, 1938.

In view of your letter of December 3, 1938, we are today releasing final payment in connection with this contract, same being in the amount of $614.24. The warrant is being mailed to you today.

Very truly yours,

HBG:AM

Secretary

Dec, 5, 1938

G.

In accordance with Devers instructions I wrote a letter to the Surety on Nov, 29th for ou to sign advising that we would hold the final which is in amount $614.24, until we had received some assurance from them that the claims against the job would be paid. They have many more claims listed than we had record of. I have checked all of those of which we have record. The Comm. Tire Co. claim is in amt. of $357.32 and is against a sub. I think the final should be released. Their letter of Dec, 2nd pertains to the same job and apparently had been written before they received our letter of Nov, 29th.

McFarland.

RECEIVED
DEC - 1938

RANTY COMPANY

E, WASH.

TELEPHONE
MAIN 7772

#2030

I thank you for your letter of November 29th. We have paid to date practically all claims that have been filed against this contract and we will pay all just claims for labor and or material that are presented. There appears to be sufficient money in this contract to more than pay all claims in full. To date we have paid the following claims in full:

Sherman J. Frank	$ 1,012.37
The Dalles Iron Works	186.86
Phoenix Iron Works	124.94
Woodbury & Co.	67.32
Monarch Forge & Machine Works	100.00
Steele Motors	14.42
J. E. Hazeline & Co.	46.38
Westland Oil Co.	80.00
Union Oil Co.	732.27
Munnell & Sherrill	110.96
Shell Oil Co.	61.70
Balzer Machinery Co.	475.93
Treasurer, State of Ore. (ind. ins.)	354.52
M. R. Senter	65.17
Contractors Equipment Corp.	21.80
Total	$ 3,454.64

RECEIVED
DEC 7 SECRETARY

We believe that this takes care of substantially all the accounts according to our records except that of the Cyclone Air Cleaners, $37.51; City Motor Trucking Co., $244.86 and the Commercial Tire Co., $357.32. The last named claim is for tires sold to Mr. Rich, a partner of Mr. Smith's during the last few days of the contract and were not used on the job. There is a dispute between the City Motor Trucking Co. and Smith. He claims to owe $100. In any event we will take care of all claims that are charged against the surety. We trust therefore that this will enable you to release the balance.

ANSWERED
C. E. CHASYER

Yours truly

AWM:M

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Dec. 3rd, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Smith & Company - #2030

I thank you for your letter of November 29th. We have paid to date practically all claims that have been filed against this contract and we will pay all just claims for labor and or material that are presented. There appears to be sufficient money in this contract to more than pay all claims in full. To date we have paid the following claims in full:

Sherman J. Frank	$ 1,012.37
The Dalles Iron Works	186.86
Phoenix Iron Works	124.94
Woodbury & Co.	67.32
Monarch Forge & Machine Works	100.00
Steele Motors	14.42
J. E. Hazeline & Co.	46.38
Westland Oil Co.	80.00
Union Oil Co.	732.27
Munnell & Sherrill	110.96
Shell Oil Co.	61.70
Balzer Machinery Co.	475.93
Treasurer, State of Ore. (ind. ins.)	354.52
M. R. Senter	65.17
Contractors Equipment Corp.	21.80
Total	$ 3,454.64

We believe that this takes care of substantially all the accounts according to our records except that of the Cyclone Air Cleaners, $37.51; City Motor Trucking Co., $244.86 and the Commercial Tire Co., $357.32. The last named claim is for tires sold to Mr. Rich, a partner of Mr. Smith's during the last few days of the contract and were not used on the job. There is a dispute between the City Motor Trucking Co. and Smith. He claims to owe $100. In any event we will take care of all claims that are charged against the [illegible]. We trust therefore that this will enable you to release the bala[illegible].

Yours truly

AWM:M

RECEIVED
DEC 5 1938
H. B. GLAISYER
SECRETARY

ANSWERED
H. B. GLAISYER

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

RECEIVED
DEC 1938

Dec. 2nd, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Smith & Company
Contract #2030

We are anxious to clean up this outstanding contract. According to our records there is still a final payment due. Would you kindly advise us the amount of the final payment and also if all papers have been signed by Smith & Company to enable payment to be made. We are endeavoring to close our file out before the end of the year.

Yours truly

Supt. of Claims

AWM:M

REFERRED TO
SECRETARY

Jess
please get me the
status of this pet-
ition

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 30 1938
FOR FILING
33-12 C2

#2030

November 29, 1938

McCollister & Campbell, Agents
United States Fidelity & Guaranty Co.
300 Central Building
Seattle, Washington

Attention: Mr. Murray

Gentlemen:

Reference is made to the contract with Smith & Co., our number 2030, Maupin Rock Production Project in Wasco County, final payment for which in the amount of $614.24 is assigned to you.

You are advised that before this payment can be released it will be necessary to know what your intentions are in regard to claims which have been filed against this project, copies of which have been forwarded to your office from time to time.

We would thank you to advise us of your attitude in the matter so final payment can be released.

Very truly yours,

Secretary

JMCF:AM

cc - Mr. Carl Smith

#2030

33-12

November 22, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 21, enclosing three copies of a notice of claim by The Commercial Tire Company for $357.32 against L. R. Rich of Smith & Company for work on the Maupin Rock Production Project on The Dalles-California and Wapinitia Highways, in Wasco County.

We have noted this claim in our records of this job and are today advising the contractor and his surety of the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 22, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o Mc Collister & Campbell, General Agents
Seattle, Washington

Gentlemen:

We have been advised by Hon. Earl Snell, Secretary of State, that The Commercial Tire Company has a claim, in the amount of $357.32, against Smith and Company (specifically L. R. Rich of Smith & Company) for work on the Maupin Rock Production Project on the The Dalles-California and Wapinitia Highways, in Wasco County.

Inasmuch as you are the surety for the contractor on this job (State Highway Contract No. 2030) we are enclosing, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
by

Secretary

MBL

cc - Smith & Company

COPY

COMMERCIAL TIRE COMPANY
Radios—Batteries
115 N. W. Broadway at Couch
Portland, Oregon
Phone BRoadway 1241

November 15, 1938

Mr. Earl C. Snell
Secretary of State
Salem, Oregon

Subject: Contract No.2030
State Highway Comm.

To State of Oregon:

Notice hereby is given that the Commercial Tire Company has a claim for tires and tubes in the amount of $357.32 against the bond taken by Mr. L. R. Rich of Smith & Company from the United States Fidelity & Guaranty Company for the work of the State Highway Commission for furnishing crushed rock an stock piles for the Maupin Section of the Dalles-California and Napinitia Highways, in Wasco County.

THE COMMERCIAL TIRE COMPANY

M. E. Schwab
Office Manager

MES g

RECEIVED
NOV 22 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 21, 1938

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files three copies of a notice of claim by The Commercial Tire Company for $357.32 against the bond taken from L. R.Rich of Smith & Company and U. S. Fidelity & Guaranty Company for work on the Maupin Section of The Dalles-California and Wapinitia Highways in Wasco County which was received and filed in this office on November 16th.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
enc. 3

#2030
RECEIVED
NOV 10 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1938
ENGINEERING

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

TELEPHONE: ATWATER 8483

33-1202

MORRISON K. SPROTT
Manager

November 10, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Smith & Company, Tygh Valley, Oregon

Dear Mr. Glaisyer:

We acknowledge receipt of your letter of November 9th advising that a claim has been filed with the State Highway Commission by the Commercial Tire Company in the amount of $357.32.

This bond was written through McCollister & Campbell of Seattle, Washington, and not through the Portland, Oregon office. However, we are forwarding your letter to Mr. Murray, Superintendent of Claims, in Seattle.

Yours very truly,

Manager

MKS:LK

NOTED
H B GLAISYER

REFERRED TO
SECRETARY

P—104

RECEIVED
NOV 10 1938
FOR FILING
33-1202

#2030

November 9, 1938

Commercial Tire Company
115 N. W. Broadway at Couch
Portland, Oregon

Attention: G. R. Johnson

Gentlemen:

This acknowledges receipt of your letter of November 8 advising us of your claim in the amount of $357.32 against Smith & Company, representing the balance due you for tires sold to Smith & Company for trucks used on their contract No. 2030 with the State Highway Commission for furnishing crushed rock in stock piles for the Maupin Section of The Dalles-California and Wapinitia Highways, in Wasco County.

In connection with this job the contractor furnished a bond for the protection of claims and to insure the satisfactory completion of the project. Such bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local manager with offices in the Bedell Building, Portland. I would suggest that you file your claim with the bonding company inasmuch as the State Highway Commission cannot pay your claim direct.

I would also suggest that you file notice of your claim with the Secretary of State so as to secure additional protection on the bond in the event that the claim is not paid prior to the expiration of a p riod of six months from date of completion of the contract and acceptance of the same by the State Highway Commission. This is in accordance with the provisions of Chapter 280 Laws of Oregon 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company that your claim has been filed.

Very truly yours,

HBG:AM

Secretary

November 9, 1938

Mr. M. K. Sprott, General Manager
United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Dear Sir:

The State Highway Commission has been advised of the claim of the Commercial Tire Company, in the amount of $357.32, against Smith & Company for tires sold Smith & Company in connection with their contract No. 2030 with the State Highway Commission for furnishing crushed rock in stock piles for the Maupin Section of The Dalles-California and Wapinitia Highways, in Wasco County.

This information is given you inasmuch as you appear surety on the bond furnished by Smith & Company in connection with this contract.

Very truly yours,

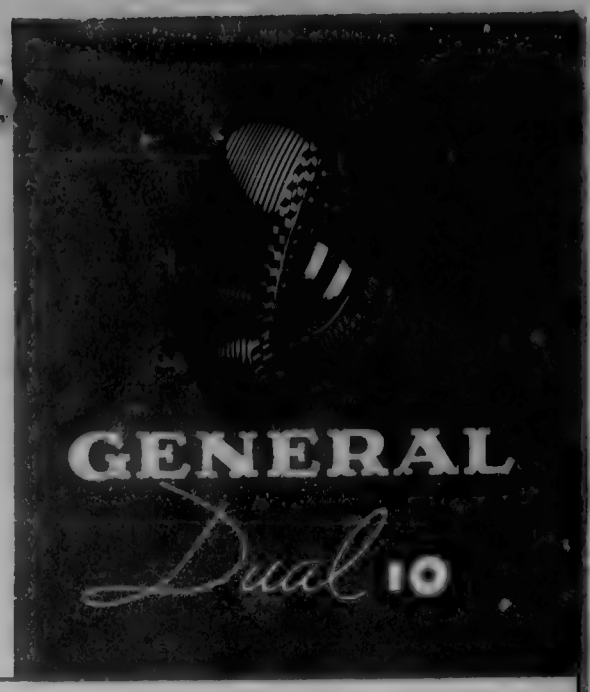
Secretary

HBC:AM

cc - Smith & Company
Tygh Valley, Oregon

COMMERCIAL TIRE COMPANY
RADIOS - BATTERIES
115 N. W. BROADWAY at COUCH
PORTLAND, OREGON
Phone BRoadway 1241

RECEIVED
NOV 9 - 1938
STATE HIGHWAY COMMISSION



November 8, 1938

State Highway Commission
Salem, Oregon

Subject: State project #2030

Gentlemen:

Mr. R. L. Rich of Smith & Company, 312 N 10th, Yakima, Washington, has a tire account with us amounting to $357.32. These tires were purchased for the trucks used on the Maupin Rock Production project, State project #2030.

We are informed by Mr. Rich that the United States Fidelity & Guaranty Bonding Company of Seattle, Wn, is to pay off his indebtedness. Therefore, we are enclosing our statement of this account.

Please let us know if there is any further information on this account which you should have before making payment.

Yours very truly,

COMMERCIAL TIRE COMPANY

G. R. Johnson

ANSWERED
H. B. GLAISYER

Encl.
GRJ/g
cc: U. S. F & G Bonding Co.

GENERAL
STOPS QUICKER ON WET, SLIPPERY PAVEMENT — STOPS STRAIGHT IN LINE — EVERY TIME

Broadway 1241

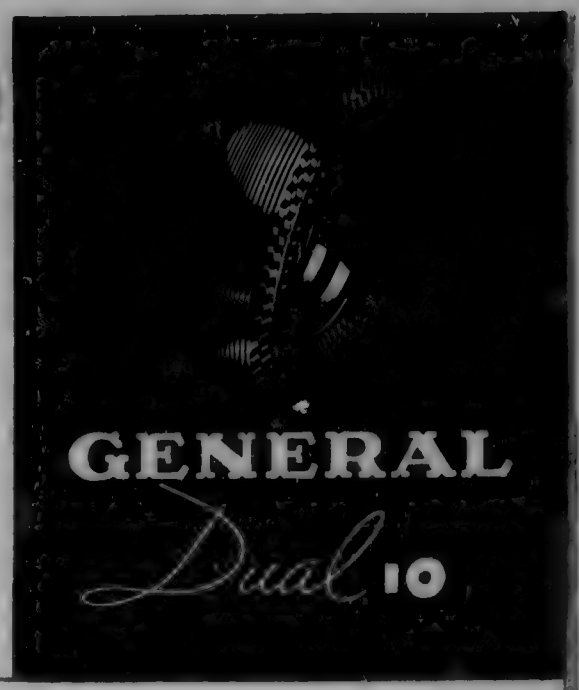
COMMERCIAL TIRE COMPANY

RADIOS - BATTERIES

115 N. W. BROADWAY at COUCH

PORTLAND, OREGON

RECEIVED
1938
STATE ... COMMISSION



Sold to R. L. Rich
Tygh Valley, Oregon

Terms:	Your Order	Our Order	Salesman

July balance $357.32

Secretary

JM:MBL

GENERAL
STOPS QUICKER ON WET, SLIPPERY PAVEMENT — STOPS STRAIGHT IN LINE — EVERY TIME

RECEIVED
OCT 25 1938
FOR FILING
33-1203

October 24, 1938

SHELL OIL COMPANY
1220 S. W. Morrison
Portland, Oregon

Attention Frank J. Hurner
Division Credit Manager

Gentlemen:

In response to your inquiry of October 21 you are advised that the Smith & Company contract #2030, Maupin Rock Production Project, was completed on August 27. This contract was accepted by the Highway Commission September 28, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2030

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
OCT 22 1938
OREGON
STATE HIGHWAY COMMISSION

TELEPHONE ATwater 7321

October 21, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Smith & Company
Contract #2030

Kindly advise us if the above job is completed as yet and if so, upon what date.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. BLAISDELL, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

October 17th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding you herewith a bill that was made up in the Salem office against the contractors on the Maupin Rock Production Project in Wasco County, Contract #2030.

It would seem that the Resident Engineer, Transitman, Computor and Chainmen should be eliminated from this bill as these charges would not have been any less for the state had the contractor completed on time. The bill for inspection then would probably be all that could be billed to the contractor.

I am approving the bill as submitted by the Salem office but am calling this matter to your attention.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock √

P—10

RECEIVED
OCT 14 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY

33-12-2
MORRISON K. SPROTT
Manager

PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

October 13, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Smith & Company

Dear Sir:

We refer to your letter of October 11th wherein you advise that the State Highway Commission had received a notice of a claim which had been filed by the Westland Oil Company, Inc. against Smith & Company in the amount of $80.00 representing diesel oil delivered to Smith & Co. in connection with their contract for the Maupin Rock Production Project, contract No. 2030.

While it is true this Company is surety on the bond in question, said bond, nevertheless, was executed by McCollister & Campbell, Inc., our agents at Seattle, Washington. Under the circumstances, we have forwarded your original letter to our agents in Seattle, and undoubtedly this matter will be taken care of without delay.

Yours very truly,

Raymond C. Heim
Supt. Surety Dept.

RCW:LK

NOTED
H B GLAISYER

#2030

RECEIVED
OCT 13 1938
FOR FILING
32-12-2

October 11, 1938

Westland Oil Company, Inc.
P. O. Box 78
The Dalles, Oregon

Attention: A. Underwood, Manager

Gentlemen:

This acknowledges receipt of your letter of October 8, 1938, advising of your claim against Smith & Company in the amount of $80 representing Diesel oil delivered to Smith & Company in connection with their contract with the State Highway Commission for furnishing crushed rock in stock piles for the Maupin Section of the Dalles-California and Wapinitia Highways, in Wasco County, Contract No. 2030.

In connection with this job the contractors were required to furnish a surety bond to guarantee the satisfactory completion of the project and for the protection of labor and material claims incurred in connection therewith. This bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local manager with offices in the Bedell Building, Portland. I would suggest that you make a demand on the bonding company for the payment of your claim.

I would also suggest that you file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. The filing of your claim with the Secretary of State will hold the bond responsible and liable for this claim subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

We cannot make payment of your claim direct to you but in accordance with our usual practice I am today bringing it to the attention of the surety company and the contractor with the request that the claim be paid if it is a legitimate one.

Final payment has not yet been made to Smith & Company although the job has been completed and accepted by the State Highway Commission.

Very truly yours,

HBG:AM

Secretary

October 11, 1938

United States Fidelity & Guaranty Co.
M. K. Sprott, General Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of a claim which has been filed by the Westland Oil Company, Inc., against Smith & Company in the amount of $80 representing Diesel oil delivered to Smith & Company in connection with their contract with the State Highway Commission for the Maupin Rock Production Project on The Dalles-California and Wapinitia Highways, in Wasco County, Contract No. 2030.

This information is given you inasmuch as you appear surety on the bond furnished by Smith & Company, in connection with this job, with the request that you pay the claim if it is a legitimate one.

Very truly yours,

HBG:AM

Secretary

cc - Smith & Company
Tygh Valley, Oregon

Westland Oil Company, Inc. 2030 THE DALLES, OREGON

PHONE 142 • • FOOT OF WASHINGTON STREET • • P. O. BOX 78

October 8 1938

RECEIVED
OCT 11 1938
STATE HIGHWAY COMMISSION

Oregon State Hwy. Dept.
Salem, Oregon.

Gentlemen:

Herewith enclosed is a statement for an unpaid item of Diesel oil delivered to Smith and Co, Contractors, which was used by them on a road construction job on the Wapinitia Cut-off.

We have so far been unable to effect collection of the item, and think it best to call it to your attention, as you no doubt have not yet made final settlement with Smith & Co.

Will appreciate it if you will direct that payment be made to us.

Very truly yours,

Westland Oil Co. Inc.

A L Underwood. Mgr.

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sfactory completion of
material claims in-
written by the United
K. Sprott is local
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pany for the payment of
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a mimeographed copy of

Secretary of State will
claim subsequent to the
of completion of the con-
Highway Commission. Fil-
t to will pay your claim
e it is necessary for you

We Ship on the Columbia River

to sue.

In accordance with our usual practice I am today bringing your claim to the attention of the surety company and the contractor. I trust that it will be satisfactorily taken care of in the near future.

Very truly yours,

Secretary

EEG:AM

#2030

STATEMENT OF ACCOUNT

The Dalles, Oregon, Sept 30 , 1938

Smith & Co

Maupin,

Oregon.

IN ACCOUNT WITH

Westland Oil Co., Inc.

PORT OF THE DALLES, OREGON

P. O. BOX 78 PHONE 142-W

Aug 15	#1749	1000 diesel	$80.00

We Ship on the Columbia River

letter of October 5
y in the amount of
hool to Smith & Com-
State Highway Com-

known as state highway
l rock in stock piles
and Wapinitia High-

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Secretary of State will
claim subsequent to the
of completion of the com-
Highway Commission. Fil-
st to will pay your claim
se it is necessary for you

but is simply to protect you
to sue.

In accordance with our usual practice I am today bringing your claim to the attention of the surety company and the contractor. I trust that it will be satisfactorily taken care of in the near future.

Very truly yours,

Secretary

HEG:AM

#2030

RECEIVED
OCT 8 1938
FOR FILING

October 6, 1938

The Dalles Iron Works
720-722 East Second St.
The Dalles, Oregon

Attention: J. B. Kirk

Gentlemen:

This acknowledges receipt of your letter of October 5 advising us of your claim against Smith & Company in the amount of $135.86, representing labor and material furnished to Smith & Company in connection with their contract with the State Highway Commission near Maupin.

The project to which you refer is known as state highway contract No. 2030 and is for furnishing crushed rock in stock piles for the Maupin Section of The Dalles-California and Wapinitia Highways, in Wasco County.

In connection with this job the contractor was required to furnish a surety bond to guarantee the satisfactory completion of the project and for the protection of labor and material claims incurred in connection therewith. This bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local manager with offices in the Bedell B ilding, Portland. I would suggest that you make a demand on the bonding company for the payment of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

The filing of your claim with the Secretary of State will hold the bond responsible and liable for your claim subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission. Filing of your claim is not a guarantee that the st te will pay your claim but is simply to protect you on the bond in case it is necessary for you to sue.

In accordance with our usual practice I am today bringing your claim to the attention of the surety company and the contractor. I trust that it will be satisfactorily taken care of in the near future.

Very truly yours,

Secretary

HBG:AM

THE DALLES IRON WORKS

October 7, 1938

United States Fidelity & Guaranty Co.
M. K. Sprott, General Manager
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that The Dalles Iron Works, The Dalles, Oregon, has a claim in the amount of $135.86 for labor and material furnished to Smith & Company in connection with their contract with the State Highway Commission for furnishing crushed rock in stock piles on the Maupin Section of The Dalles-California and Wapinitia Highways, in Wasco County, Contract No. 2030.

This information is given you inasmuch as you appear surety on the bond furnished by Smith & Company in connection with this job.

Very truly yours,

[redacted]:AM

Secretary

cc - Smith & Co.
Tygh Valley, Oregon

THE DALLES IRON WORKS

J. B. KIRK W. L. KIRK

ESTABLISHED 1905

ELECTRIC
WELDING
OXY-ACETYLENE

GENERAL MACHINE AND BLACKSMITH WORK
CYLINDER BORING, TRUCK AND TRACTOR REPAIRING
MILD STEEL, SHAFTING AND WELDING SUPPLIES

720-722 EAST SECOND STREET THE DALLES, OREGON

MANUFACTURER OF
KIMBALL CULTIVATORS

Oct. 5, 1938.

RECEIVED
1938
COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have a claim against Smith & Co., for labor and material furnished on the Maupin job amounting to $185.86. We have been doing work for them since last May and have only been paid $50.00 on account.

The job is now finished and it is understood they will soon receive final payment. We naturally want to protect ourselves and want to know what steps to take to do so. Your advice will be appreciated.

Yours truly

The Dalles Iron Works
By J. B. Kirk

ANSWERED
B. G.

RECEIVED
DEC 13 1938

33-1202

October 3, 1938

Mr. S. H. Probert
Office Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1938, reconsidered the penalty heretofore imposed on Smith & Company, contractors for furnishing crushed rock in stock piles on the Maupin Section of the Napinitia and The Dalles-California Highways, in Wasco County, Contract No. 2030, and decided to charge them only one-half of the cost of the extra engineering expense incurred subsequent to the date of completion specified in the contract.

Very truly yours,

Secretary

HDC:AM

cc - Mr. H. H. Baldock
Mr. H. G. Smith
Mr. J. McFarland

FORM 2-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 27th, 1938

33-1202

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

In the matter of engineering penalty against Smith & Company, assigned to the U. S. Fidelity and Guaranty Co., on their Contract 2030, The Dalles-California and Wapinitia Highways, Mr. Baldock wishes to recommend that the engineering costs be reduced fifty percent.

Will you kindly bring this to the attention of the Commission.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

extension granted July 20, 38 with penalty
penalty is in amt — $241.30

#2030

RECEIVED
SEP 22 1938
FOR FILING
33-1202

September 21, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 20 enclosing three copies of a notice of claim in the sum of $14.42 by Steele Motor Company against Smith & Company for work in connection with the performance of State Highway Contract No. 2030 for the furnishing of crushed rock in stock piles on the Wapinitia and The Dalles-California Highways, in Wasco County.

We have noted this claim in our records of this job and are this day forwarding to the contractors and their surety, United States Fidelity & Guaranty Company, copies of the notice of the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 21, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Steele Motor Company, in the sum of $14.42, against Smith & Company for labor performed at their request in connection with the performance of State Highway Contract No. 2030 for the furnishing of crushed rock in stock piles on The Dalles-California and Wapinitia Highways, in Wasco County.

Inasmuch as you are the surety named by the contractors in connection with this job, we are sending you, for your information and attention, a copy of the above-mentioned notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Smith & Company

September 21, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Steele Motor Company, in the sum of $14.42, against Smith & Company for labor performed at their request in connection with the performance of State Highway Contract No. 2030 for the furnishing of crushed rock in stock piles on The Dalles-California and Wapinitia Highways, in Wasco County.

Inasmuch as you are the surety named by the contractors in connection with this job, we are sending you, for your information and attention, a copy of the above-mentioned notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Smith & Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 21 1938
STATE HIGHWAY COMMISSION

September 20, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Olaisyer

There are enclosed for your information and files three copies of a notice of claim by Steele Motor Company for $14.42 against the bond taken from Smith & Smith Co, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the state highway in Wasco County, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

E:FM
enc. 1

REFERRED TO
BY SECRETARY

COPY

To-

The State of Oregon, State Highway Commission,

Salem, Oregon.

Notice hereby is given that the undersigned-Steele & Co.,- has a claim for labor performed for and at request of Smith and Smith Co., viz., welding on crusher, in the sum of Fourteen and 42/100 Dollars ($14.42) against the bond taken from Smith and Smith Co, principal, and United States Fidelity & Guaranty Co., surety, for the work of crushing rock for the State Highway Commission of Oregon, in Wasco County.

Done and date this 19th day of September, 1938, Maupin, Oregon.

(Signed) STEELE MOTOR CO.

By Chas. Steele, Owner

Endorsed: File No. 2808
Filed September 20, 1938
EARL SNELL
Secretary of State

Form 888—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 17,1938., *193*.....

Section Maupin

Kind of work Rock Production

Highway The Dalles-California & Wapinitia

Section prefix 33-1202

Contractor Smith & Co.

Contract number 2030

Date of contract November 30,1937, *193*.....

Date of completion June 30,1938, *193*.....

Date work started March 11,1938, *193*.....

Estimated date of completion August 27,1938, *193*.....

Amount of contract . . . . . $ 19,440.00

Per cent of time elapsed All %

Estimated cost of completed project, exclusive of engineering . . . . . $ 20,998.12

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1,050.00, 5 %

Date project was completed August 27,1938, *193*.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on final records was completed on Tuesday of this week and records and estimate sent to division office on that day.

FINAL REPORT

Signed .....

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,756.7		
Estimated quantities moved or placed to date			13,756.7		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	and		
Tuesday	warm		
Wednesday		All	
Thursday		Week	
Friday			
Saturday			

RECEIVED
SEP 12 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

33-12 C2

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

September 10th
1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are in receipt of advice from the office of Resident Engineer Cooper that due to the fact that the semi final estimate on the Maupin Rock Production Project, Contract #2030, will be ready to send in on or about the 15th of this month. No regular monthly estimate will be issued.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock
Mr. Forrest Cooper

RECEIVED
SEP 9 1938
FOR FILING

33-1227

#2030

September 8, 1938

Steel Motor Company

Maupin, Oregon

Gentlemen:

This acknowledges receipt of your letter of September 2, 1938, advising of your claim against Smith & Company in connection with their contract for the Maupin Rock Production Project on The Dalles-California Highway, in Wasco County, Contract No. 2030.

We are today notifying the surety on the bond furnished in connection with this contract of your claim and suggest that you do likewise. The surety in this case is the United States Fidelity & Guaranty Company for whom M. K. Sprott is local agent with offices in Room 1112 Bedell Building, Portland, Oregon.

For further protection in case you do not secure satisfaction from the surety company you should notify the Secretary of State of your claim as directed in Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

STEEL MOTOR CO

September 8, 1938

United States Fidelity & Guaranty Co.
M. K. Sprott, General Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of claim of the Steel Motor Company, Maupin, Oregon, against Smith & Company in connection with their contract for the Maupin Rock Production Project on The Dalles-California Highway, in Wasco County, Contract No. 2030. A copy of the claim is inclosed.

This information is given you inasmuch as you appear surety on the bond furnished by Smith & Company in connection with this contract.

Very truly yours,

H.G:AM

Secretary

cc - Smith & Co.
Tygh Valley, Oregon

WATCH THE FORDS GO BY

STEELE MOTOR CO.

MAUPIN, OREGON, Sept. 1 193 8

M Smith + Co

Maupin Oregon

Rock Crushed for State of Oregon

DATE		CHARGES	CREDITS	BALANCE
Aug 17/38	Trip to Crusher			
	Trim Crusher Rolls			
	2½ hrs @ 1.50 hr Labor	3 40		
	Cutting gas 44 ft			
	@ 8¢	3 52		
Aug 24	Welding + cutting			
	on Crusher Labor			
	2½ hrs @ 1.50 hr.	3 75		
	Welding gas	3 75		14 42

Chas. Steele

ANY

RECEIVED
- 1938
STATE HIGHWAY COMMISSION

Sept: 2-38

in

o that crushed

Tygh valley oregon

ey springs

ou please file this

y it; I do not think

Chas. Steele

Phone 152 Chas. Steele

STEELE MOTOR COMPANY

SALES Ford SERVICE

MAUPIN, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

Sept: 2-38

Oregon State Highway Commission

We have a bill on Smith + Co that crushed rock for State of Oregon near Tygh valley Oregon and near on Wapinitia cut off at Kelly springs

We are sending two copies will you please file this bill so bondsman will help to pay it; I do not think they will.

Chas. Steele

RECEIVED
AUG 29 1938
FOR FILING
33-12-02c

August 27, 1938

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner
Division Credit Manager

Gentlemen:

This acknowledges receipt of your letter of August 26 requesting a progress report on Smith & Company's contract No. 2030.

Our records reveal that 85 per cent of the job is completed. The amount earned to date is $16,594.12 of which amount $15,136.12 has been paid to the contractor and the balance, $1,458.00, represents the retained percentage. It is anticipated that the contract will be completed about September 10, 1938.

Very truly yours,

HBG:AM

Secretary

What percentage of the job is done 85 %

The amount earned $16,594.12

Amount already paid to contractor $15,136.12

Retained percentage $1,458.00

About how long it will take to complete the job. Sept 10, 1938

Etc.

Miss Monson

RECEIVED
AUG 27 1938
OREGON
STATE HIGHWAY COMMISSION

ELL OIL COMPANY
220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATwater 7321

August 26, 1938

Oregon
Commission
egon

: Mr. Glaisyer

:

Re: Smith & Company
Ore. State Contract #2030

Will you please send us a progress report on the above contract? If the contract has been completed, please give us the completion and acceptance dates.

A stamped, addressed is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

RECEIVED
AUG 27 1938
OREGON
STATE HIGHWAY COMMISSION

August 26, 1938

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Smith & Company
Ore. State Contract #2030

Will you please send us a progress report on the above contract? If the contract has been completed, please give us the completion and acceptance dates.

A stamped, addressed is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

RECEIVED
AUG 24 1938
FOR FILING

August 23, 1938

Mr. D. E. Nichols
District Credit Supervisor
Union Oil Company of California
Yeon Bldg., 522 S. W. 5th Ave.
Portland, Oregon

Dear Sir:

Reply is made to your letter of August 17, 1938, in regard to Smith & Company's contract for the construction of the Maupin Rock Production project, Contract No. 2030.

The information given you on April 26, 1938, in regard to this contract was correct and was the latest available information we had at that time.

We find now because of weather conditions and for other reasons the work was not completed within the specified time limit, in fact on August 10 the job was only 85 per cent complete. The probabilities are that the time limit will have to be extended but for how long I am unable to state at the present time.

The work that Smith & Company is doing at the west end of the Wapinitia Highway is in connection with this same contract, No. 2030.

Very truly yours,

HBG:AM

Secretary

August 20, 1938

H. B. G.

The information I gave them was on one of their forms. This is Contract No. 2030 - Maupin Rock Production Project. The original dateof completion was June 30, 1938. However, due to poor management, weather, etc. they were unable to complete the work on this date. The time limit was extended to Aug, 15th on August 20th (You have the application in your files)

I am now of the opinion that they will have to have another extension as the job was 85% complete on August 10th. The total amount paid to date is $15,136.12 and the retained percentage is $1,458.00.

When inquires are made the only thing I can do is give the original date of completion.

McFarland.

on about June 30th.

I have just been advised by our representative at Maupin that Smith & Co. has moved its equipment to the west end of the Wapanitia Highway and will be working for about another thirty days, and that this is the same contract.

Will you please verify the information given me by our Maupin representative? A business reply envelope is enclosed for your convenience.

Thank you very much.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

IET:IB

By D. E. Nichols

REFERRED TO
[illegible]
SECRETARY

Please give me the facts.
HBG

ANSWERED
H. B. G.

#2031
W 0-26

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
AUG 1938
COMMISSION

YEON BUILDING
522-S.W. 5TH AVE.
ATWATER 9521

Portland, Oregon
August 17, 1938

Oregon State Highway Commission
Salem, Oregon

Smith & Co.
Oregon State Highway Contract #2030

Gentlemen:

On April 26th, you furnished us with information regarding this contract, in particular advising that the work would be completed on about June 30th.

I have just been advised by our representative at Maupin that Smith & Co. has moved its equipment to the west end of the Wapanitia Highway and will be working for about another thirty days, and that this is the same contract.

Will you please verify the information given me by our Maupin representative? A business reply envelope is enclosed for your convenience.

Thank you very much.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

IET:IB

By D. E. Nichols

REFERRED TO
SECRETARY

Please give me the facts.
HDS

ANSWERED
H. B. G.

RECEIVED
JUL 22 1938
FOR FILING
33-1200

#2030

July 21, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Receipt is acknowledged of your letter of July 14th concerning Smith & Company Contract No. 2030, Maupin Rock Production Project in Wasco County.

You are advised that this contract was approximately 58% complete on July 10th. The estimated date of completion is August 15th. The total amount paid the contractors to date is $9,565.52, and the retained percentage is $1,458.00.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2030
Worker

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 14, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Smith & Company
Ore. State Contract
#2030

Will you kindly favor us with a progress report covering the above contractor? If the work has been completed, kindly state completion and acceptance dates.

For your convenience, a stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

May 10 -
E - # 11,021.32
U - # 1,458.00
D - # 9,563.32

RECEIVED
JUL 18 1938
FOR FILING

33-12 2-2
MORRISON K. SPROTT
Manager

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

July 15, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have your letter of July 12th and enclosures relative to a notice of claim by M. R. Senter Tool Service in the amount of $65.17 against Smith & Company, Tygh Valley, in connection with the Maupin Rock Production Project, State Highway Contract No. 2030.

Inasmuch as this bond was executed by McCollister & Campbell, our general agents in Seattle, Washington, we have forwarded this notice to them.

You may rest assured that this matter will be given prompt attention.

Yours very truly,

Raymond C. Stens
Supt. Surety Dept.

RCW:LK

cc: McCollister & Campbell
300 Central Building
Seattle, Washington

NOTEL

RECEIVED
JUL 14 1938
FOR FILING
33-1202

#2030

July 12, 1938

Hon. Earl Snell
Secretary of State
C A P I T O L

Dear Sir:

This acknowledges receipt of your letter of July 9, enclosing three copies of a notice of claim by M. R. Senter Tool Service in the amount of $65.17 against Smith & Company, for work on the Maupin Rock Production Project, State Highway Contract No. 2030.

We have noted this claim in our records of this job and are today forwarding copies of the notice of claim to the contractors and their surety, U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 12, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by M. R. Senter Tool Service, in the amount of $65.17, against Smith & Company, Tygh Valley, in connection with the Maupin Rock Production Project, State Highway Contract No. 2030.

Inasmuch as you are the surety for the contractors on this job, we are handing you herewith a copy of this notice of claim for your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Smith & Company
Tygh Valley, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 1938

July 9, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by M. R. Senter Tool Service for $65.17 against the bond taken from Smith & Company, principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Maupin Rock Production Project, State Highway Contract No. 2030, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

E:Fm
Encls. 3

COPY

M. R. SENTER TOOL SERVICE
1240 S. E. Ninth Avenue
Portland, Oregon

July 7, 1938.

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned, M. R.Senter Tool Service, has a claim for labor and material furnished to Smith & Company on the Maupin Rock Production Project, in Wasco County being State Highway Contract No. 2030, further description which is furnished you on a itemized statement in the sum of $65.17 no part of which has been aid.

I understand McAllister & Campbell in the Central Building, Seattle, Washington as agents issued the bond for United States Fidelity & Guaranty Co. on the above contract. I am also informed that they are represented in Portland by M. K. Sprott, Bedell Building, in this city.

Very truly yours,

M. R. Senter Tool Service,

By M. R. Senter
Manager

* * * * * * * * *

Statement
Portland, Oregon, July 1, 1938

Smith & Co. Construction,
Tygh Valley, Oregon.

M. R. SENTER TOOL SERVICE
1240 S.E. Ninth Avenue
Portland, Oregon

Contract #2030

March	24	62 bits reground @ 8¢	4.96	
April	13	106 bits reground @ 8¢	8.48	
"	29	1 7/8" x 2' new H. H. drill	2.40	
		1 7/8" x 4' " " "	3.30	
		1 7/8" x 6' " " "	4.20	
		1 7/8" x 8' " " "	5.10	
		1 7/8" x 10' " " "	6.00	
		1 7/8" x 12' " " "	6.90	
		1 7/8" x 14' " " "	7.80	
		Freight	.85	
May	23	29 bits reground @ 8¢	2.32	
		1 H. H. drill shanked	.50	
"	24	1 7/8" H. H. drill upset & threaded	1.00	
"	25	142 bits reground @ 8¢	11.36	
		Total		65.17

Endorsed: File No. 2808
Filed July 9, 1938
EARL SNELL
Secretary of State

RECEIVED
JUL 6 1938
FOR FILING

21-1202

July 6, 1938

M. R. SENTER TOOL SERVICE
1240 S. E. Ninth Avenue
Portland, Oregon

Attention M. R. Senter, Manager

Gentlemen:

This acknowledges receipt of your letter of July 1, notifying us of your claim against Smith & Company, Tygh Valley, in the amount of $65.17, for materials furnished and services performed in connection with the Maupin Rock Production Project, in Wasco County, being State Highway Contract No. 2030.

We are today notifying the contractors and their surety, United States Fidelity & Guaranty Company, of this claim, in writing, and suggest that you do the same. The agent for the surety is M.K. Sprott, Bedell Building, Portland. To further protect your claim you should also notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

July 6, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from M. R. Senter Tool Service, Portland, notifying us of their claim against Smith & Company, Tygh Valley, in the amount of $65.17, for materials furnished and services performed in connection with the Maupin Rock Production Project, in Wasco County, being State Highway Commission Contract No. 2030.

Inasmuch as you are surety for these contractors, we are notifying you of this claim. Please give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Smith & Company
Tygh Valley, Ore.

M. R. SENTER
EAst 0880

SENTER TOOLS

M. R. SENTER TOOL SERVICE

Drill Rods Converted For All Style of Detachable Rock Bits
Light Forging - Tool Dressing - Bit Grinding - Plumbing Tools

1240 S. E. NINTH AVENUE PHONE EAst 4672
PORTLAND, OREGON

#2030

938 VANDERBERG
TRinity 7672

RECEIVED
JUL - 1938
STATE HIGHWAY COMMISSION

July 1, 1938

State Highway Commission,
Salem, Oregon.

Attention Mr. Glaiser:

Dear Sir;

Enclosed is an itemized statement of Smith & Co.'s indebtedness to us for material and labor supplied on their contract #2030. This is the account that I was talking to you about on the telephone about the first of the week.

At your suggestion, I called Mr. Sproat of the U.S. Fidelity & Guaranty Co. whom you told me are their bondsmen. He advised me to send a copy of the bill to the home office at Seattle, which I have already done.

Thanking you for your information and advise, I am

Yours truly,

M. R. Senter Tool Service,
M. R. Senter
Manager.

#2030

STATEMENT

PORTLAND, OREGON, June 28 193 8

M Smith & Co. Construction ,

Tygh Valley, Oregon.

M. R. SENTER TOOL SERVICE

1240 S. E. NINTH AVENUE
PORTLAND, OREGON
EAST 4672

QUALITY ONLY

TOOL DRESSING AND HEAT TREATING

		Contract #2030		
March	24	62 bits reground @ 8¢	4.96	
April	13	106 bits reground @ 8¢	8.48	
"	29	1 7/8" x 2' new H.H. drill	2.40	
		1 7/8" x 4' " " "	3.30	
		1 7/8" x 6' " " "	4.20	
		1 7/8" x 8' " " "	5.10	
		1 7/8" x 10' " " "	6.00	
		1 7/8" x 12' " " "	6.90	
		1 7/8" x 14' " " "	7.80	
		Freight	.85	
May	23	29 bits reground @ 8¢	2.32	
		1 drill shanked	.50	
May	24	1 7/8" H.H. drill upset & threaded	1.00	
"	25	142 bits reground @ 8¢	11.36	
		Total		65.17

ABSOLUTELY NO DISCOUNTS ALLOWED

RECEIVED
JUN 23 1938
FOR FILING

33-1202

#2030

June 22, 1938

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. W. W. White.

Gentlemen:

This is to acknowledge receipt of your letter of June 21st concerning the Smith & Company Contract No. 2030 - Maupin Rock Production Project in Wasco County.

You are advised that the voucher in amount of $7,409.72, covering estimate No. 1, is out to the contractors for signature. When the same has been returned it will be placed in line for payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 22 1938
COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E.V. BURNS
~~L.L. CAMPBELL~~
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
520 S.W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

June 21, 1938

Smith & Company

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are furnishing supplies to Smith & Company on State Contract #2030 at Tygh Valley, Oregon, and are interested in knowing the date and amount of the last estimate that was paid on this work.

For your convenience in replying a stamped, addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

E. V. Burns, District Sales Manager

By W. W. Wheeler
District Credit Man

CDE:LP

June 23 – Est. #1 – $7,409.72

June 22 – out

REFERRED TO
BY SECRETARY

RECEIVED
JUN 18 1938
FOR FILING

33-120-2

June 15, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of June 14th concerning the Smith & Company Contract No. 2030, Maupin Rock Production Project in Wasco County.

You are advised that the work on this contract was just recently started and no payments have been made to date. The original completion date of the contract was Junet30th. However, the time limit will have to be extended and we are unable to advise you at this time to what date the extension will be made.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

RECEIVED
JUN 13 1938
STATE HIGHWAY COMMISSION
2030

June 14, 1938

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Smith & Company
Ore. State Contract #2030

Will you kindly furnish us with a progress report covering Smith & Company's Oregon State job #2030, which is in the vicinity of Maupin.

If the contract has been completed and accepted by the Highway Department, kindly advise us the dates of completion and acceptance.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

RECEIVED
JUN 18 1938
FOR FILING

#2030

33-12

June 15, 1938

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to the Smith & Company Contract No. 2030, Maupin Rock Production Project in Wasco County.

It is noted that the date of completion of this contract is June 30th. It does not seem probable that the work will be completed by this date. Will you kindly request the contractors to submit their application with the consent of their surety for an extension of time, and, also furnish us with your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM S-K-1 2M 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 11, 1938

Mr. A. W. Murray,
Superintendent of Claims,
United States Fidelity & Guaranty Co.,
306 Central Building,
Seattle, Washington.

Dear Mr. Murray:

I acknowledge receipt of your letter of the ninth which was accompanied by three copies of an assignment made by Smith & Company in favor of United States Fidelity and Guaranty Company, assigning to said company all funds or money due or to become due under contract No. 2030 for furnishing 18,500 cubic yards of crushed rock in stockpiles on The Dalles-California and Wapinitia highways.

This assignment is accepted subject to the conditions therein named, but with the express and definite understanding that labor and materialmen and the State of Oregon have a claim to the funds prior and superior to any claim which the surety company may have by virtue of said assignment. Should at any time the contractor fail to perform his work pursuant to the terms of the contract or fail to pay labor and material claims or be in default with respect to any part of his contract, the State will thereafter refuse to make payments to the assignee and will thereafter refuse to honor the assignment.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
S. H. Probert
H. B. Glaisyer
Carl Smith

REFERRED TO SECRETARY
with our compliments

FORM S-K-1 5M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeGOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

23-12-2

June 1, 1938

Mr. A. W. Murray,
% United States Fidelity & Guaranty Co.,
306 Central Building,
Seattle, Washington.

Dear Sir:

Mr. Glaisyer, Secretary to the Oregon State Highway Commission, has just handed me your letter and the two copies of assignment relative to contract No. 2030, the assignment having been made by Smith & Company over the signature of Albert L. Smith in favor of United States Fidelity & Guaranty Company, and carries with it all moneys due and to become due under said contract.

The assignment is not in form adopted by the State Highway Commission, which form of assignment has been approved by the Supreme Court of the State of Oregon and can therefore not be accepted.

I inclose four copies of the form of assignment which is the form adopted by the Commission and is the only form which the Highway Commission will approve. If you care to use this form of assignment and forward the same to this office it will be recognized by the Commission. I am sorry that I must reject this form of assignment but knowing the decision of the Commission I think it better for all concerned that I send it back at once.

I am returning the two forms of assignment which accompanied your letter of May thirty-first and which, as I have already stated, are not in form satisfactory to the Oregon State Highway Commission.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

FORM S-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

STATE HIGHWAY ENGINEER
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

33-1207

May 31st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
to Highway Engineer

Dear Sir:

Permission has been granted Smith & Company, contractors on the Maupin Rock Production project, to sell 250 cubic yards of rock from our quarry to the Rock Creek Improvement District.

This agreement has been handled by the State Engineer's office, and it is my understanding that the contractor will furnish them a special size rock at $1.00 per yard f.o.b. the bunkers, but we are not concerned with the price or size of the rock.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock
Forrest Cooper
C. E. Stricklin
State Engineer

Form S-E-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 31 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 28, 1938

Johnston Bros., Bankers
Dufur, Oregon

Gentlemen:

Your letter of May 23rd addressed to the Oregon State Highway Commission relative to assignment to you of a progress payment, or possibly progress payments, by Smith & Company on Contract No. 2030, covering the Maupin Rock Production Project on The Dalles-California and Wapinitia Highways in Wasco County, has been referred to this office for reply.

It is the practice and policy of this department to accept assignments of progress payments on contract work and to honor the same, provided no intervening rights or claims are involved. The standard form of assignment which we use contains the provision that the assignment shall not in any manner supersede or defeat the State's prior and superior claim and interest in and to the funds or vest in the assignee any interest in the said funds prejudicial to the interest and claims for labor or material.

We call your attention to the case of Bank of California vs. Oregon State Highway Commission, decided by the Supreme Court of Oregon on April 12, 1938, which holds that a claim for labor or materials entering into the work is superior to an assignment made to a bank under the standard form of assignment which is required by us.

We also call your attention to the case of State ex Rel. Hagquist vs. United States Fidelity & Guaranty Co., 125 Or. 13, which holds that a claim for money loaned to the contractor is not enforceable against the surety company writing the bond under the contract under the provisions of the statutory bond required by statute for the protection of laborers or materialmen.

We do not wish to discourage the financing of any of the State's contractors, but as long as you have definitely requested the information we feel it no more than fair to give you our view of the law as we see it.

It is our understanding that many of our contractors are financed by the banks of the State and we are continually honoring these assignments and paying over progress estimates to such banks, as stated above. In all of the work handled by the department through the years there have been very few instances which have come to our knowledge wherein banks have advanced money upon the basis of payment out of progress estimates and have suffered an ultimate loss.

In case you desire to pursue the matter further, we are enclosing herewith six copies of our standard form of assignment, three executed copies of which should be sent in. When the assignments are sent, each should bear the consent of the surety company on the Smith & Company contract, which in this instance is United States Fidelity & Guaranty Co., M. K. Sprott, Agent, Bedell Building, Portland, Oregon. Also, the assignment definitely should state the particular progress estimate which is to be covered.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. B. Glairyer

May 25, 1938

Mr. Glaisyer:

They no doubt refer to Cont. #2030 - Maupin Rock Production Project on The Dalles-California and Wapinitia Highways in Wasco County, furnish 13,500 cu. yds. crushed rock in stock piles.

This contract was awarded to Smith & Company on Nov, 30, 1937. The operation was just started May 10th and no payments have been made to date. Date for estimates on this job will be the 10th of the month. Smith & Co. is a partnership consisting of Albert L. Smith, Goldendale, Wash; Milton F. Smith, Myrtle Creek, Oregon, and Roy L. Rich, Banks, Oregon.

The amount of this contract is $19,440.00, and the bond was furnished by the United States Fidelity & Guaranty Co., M. K. Sprott, Agent, Bedell Bldg., Portland. Date of completion is June 30, 1938, will have to be extended for it appears too much yardage to put out in the remaining time.

Smith & Co. have had two other jobs and as far as I know their work has been satisfactory.

J. McFarland.

96-165

RECEIVED
MAY 24 1938
OREGON
STATE HIGHWAY COMMISSION

Johnston Bros., Bankers

Dufur, Oregon

May 23, 1938

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Mr. M. L. Smith who holds a rock contract on this highway a few miles south of here has suggested the assignment of his work estimate as collateral for a loan for operating expenses. We are very much in doubt as to whether an estimate may be assigned and also, if such procedure is possible, as to where the bank would stand if the contractor.

Or to put it in another way, we can not see any way if we held such collateral where we might stand to lose if the operating expenses, which of course are a first lien, eat up the amount due from you. Will you please inform us on these points and as to whether other banks have made such loans on such collateral.

We thank you very much for this information.

Very truly yours,

Cashier

GB:VP

Thanks for an early reply
J Bros

FORM S-A-1 5M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAY 11 1938
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

May 10th, 1938

33-12-2

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimate will be submitted on Smith & Company's Contract #2050, Prefix 33-12B2 due to the fact that less than $500.00 worth of work has been done during the past month.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. Forrest Cooper

FORM S-A-1 5M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

April 12th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimate will be submitted for Contract #2030, Maupin Rock Production Project, Prefix #53-1202 and Contract #1963, Shaniko Surfacing Project, Prefix #33-1004.

These projects have been inactive during the past month.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock
Mr. Forrest Cooper

FORM S-A-1 SM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Madras, Ore.
April 6, 1938

RECEIVED
APR - 1938
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention: Mr. S. H. Probert

Dear Sir:

In reply to your letter of April 1, re the payrolls on the Maupin Rock Production Project.

Smith and Co., the contractor, was advised of the fact that he was permitted to deduct only 1% for Social Security instead of the 2% as previously shown on his payrolls. He was requested to submit new payrolls for the entire period covered so far on the job. He has done so, and the payroll inclosed is based on the correct deductions. However he failed to have the first three payrolls notarized, so these have been returned to him to be notarized and will be mailed to the Salem office as soon as received. The inclosed payroll has been checked and is correct.

Very truly yours,

Forrest Cooper
Resident Engineer.

cc Mr. H. C. Smith
Mr. Wm. B. Chandler

FILED COPY

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimates will be submitted on the following projects due to insufficient work during the past month:

Con. #1989, Miller Flat-Agency, Grading (116-1007) Anderson Construction Company; final estimate nearing completion. See Resident Engineer's weekly report.

Con. #2016, Wasco Co. Line-Madras Rock Production (16-1201), H. L. Rice;

Con. #1983, Shaniko Surfacing (53-1004), Joplin & Eldon;

Con. #2009, Bloucher Section (114-1004), Fisher Bros.;

Con. #2030, Maupin Rock Prod. (33-1202) Smith & Company;

Con. #2043, Dillon@John Day River Rock Production (28-1202), H. L. Rice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

32-16.0

January 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Resident Engineer Cooper that due to the inactivity of the following contracts during the past months, no monthly estimate will be submitted:

Wasco County Line-Madras Rock Production Project, Contract #2016

Maupin Rock Production Project, Contract #2030

Miller Flat-Agency Grading, Contract #1989

Shaniko Surfacting Project, Contract $1963

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. Forrest B. Cooper

33-1202

RECEIVED
JAN 3 1938
FOR FILING

December 31, 1937

SMITH & COMPANY
Goldendale
Washington

Gentlemen:

We are forwarding to you today by express one fully executed copy of Contract No. 2050 which was awarded to you on November 30, 1937, by the State Highway Commission for the furnishing of crushed rock in stock piles on the Maupin Rock Production Project on The Dalles-California Highway and Wapinitia Highway in Wasco County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL.

RECEIVED
DEC 15 1937
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

33-1202

GAYLORD B. ECKLES
Manager

December 14, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Yesterday under separate cover we forwarded you bonds in quadruplicate which we executed on behalf of Smith & Co. together with the contracts covering your Contract No. 2030 for the Maupin Rock Production Project on the Dalles-California and Wapinitia Highway, Wasco County, Oregon.

In both the contract and bond forms we note that you had the name of one of the partners of Smith & Co. wrong. The name of R. L. Rice should have been R. L. Rich. We took the liberty of correcting his name to Rich on the forms which were sent you, and we trust that our action will meet with your approval.

If this was not merely a typographical error, will you please correct any records you may have so that his name will appear as R. L. Rich.

Yours very truly,

Manager

LK

Noted
office copies
corrected

REFERRED TO
ST SECRETARY

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 15th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The assignment of Resident Engineer Forrest Cooper to the Maupin Rock Production Project on the Dalles-California and Wapinitia Highways, meets with the approval of this office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

RECEIVED
DEC 9 1937
FOR FILING
33-1202

December 6, 1937

SMITH & COMPANY
GOLDENDALE
WASHINGTON

Gentlemen:

We are sending you today by express four copies Contract No. 2050 which was awarded to you on November 30, 1937, by the Oregon State Highway Commission, covering the Maupin Rock Construction Project on The Dalles-California and Napinitia Highways, in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send a fully executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page entitled ADDITIONAL SPECIAL PROVISIONS immediately following page No. 15 of the mimeographed SPECIAL PROVISIONS, relating to the payment of amounts due hospital associations, et cetera, by the contractor.

You are also requested to notify the National Reemployment Association at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

FORM S-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 7 - 1937

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 8 1937
FOR FILING

33-1202

IN REPLY PLEASE
REFER TO FILE NO.

December 6hh
1937

NOTED
B. McCall

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I would recommend assigning Forrest Cooper as Resident Engineer on the Maupin Rock Production Project on the Dalles-California and Wapinitia Highways.

Will you please advise at your earliest convenience if this is satisfactory?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓
Mr. J. E. Peck
Mr. F. B. Cooper

December 1, 1937

Smith & Company

Goldendale, Washington

Gentlemen:

The State Highway Commission on November 30, 1937, awarded you the contract for furnishing 13,500 cu. yds. crushed rock in stock piles for the Maupin Rock Production Project on The Dalles-California Highway and the Wapinitia Highway in Wasco County. This award was based on your low bid of $19,440 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Probert

CONTRACT# [redacted] 2031

FAP 194-D Smith Point-Youngs Bay Br. 1937
Sec., Oregon Coast Hwy.

2031

RECEIVED
JUN 23 1950
FOR FILING

71F
2031

June 22, 1950

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Astoria Slope Riprap of Asphaltic Pavement
Salvaged from Old Pavement, F.A. No. 19A-D

Contract for the regrading and paving of the Smith Point-Youngs Bay Bridge Section on the Oregon Coast Highway in Clatsop County was awarded to the Mountain States Construction Company in December of 1937. This contract included the placing of a mortared slope pavement protecting the embankment slopes which extended below high water on the shore of Youngs Bay. The specifications for this project included the following:

"The mortared slope pavement shall be constructed of slabs of Portland cement concrete salvaged from the pavements which are to be taken up as hereinbefore specified under the heading "Removal of Old Pavement." The slabs shall be of as large sizes as can be handled and they shall be fitted together on the slopes with joints of minimum width and with a surface as smooth and even as it can practicably be made. All joints shall be chinked with pieces of concrete, but shall not be filled with small pieces in a manner which will prevent mortar from penetrating the joints to the full thickness of the slabs.

"When the chinking of the joints is completed, the joints shall be mortared with a mortar composed of one (1) part of cement and three (3) parts of clean, sharp and well graded sand, the mortar being of such consistency and being so placed that it fills the joints completely and to the full thickness of the slabs. The mortar shall be applied at times when it will remain unsubmerged by water until it has taken its initial set. After it has been applied, it shall be troweled flush with the surfaces of the concrete slabs in a workmanlike manner.

"The top edge of the slope pavement shall be finished to a straight line with a suitable edging of mortar or concrete."

During the progress of the work it developed that the old cement-concrete pavement was so badly broken up that pieces of large-enough size for use were not available, and it was decided that the broken-up asphaltic-concrete pavement would be used instead of the cement concrete. This asphaltic pavement had been built up through resurfacing until a considerable area of great thickness was available. In places the asphaltic-concrete pavement was as much as 16-inches thick. The asphaltic-concrete pavement was laid as nearly as practicable in accordance with the specifications quoted above, except that the joints between the pieces of broken pavement were filled with heated asphalt rather than cement and sand mortar.

An inspection of this slope pavement made in 1948 showed it to be in fair condition. Some disintegration of the asphaltic concrete along the broken edges of the pieces was evident. No particular disintegration was noticed on the surfaces which had been exposed to travel prior to its removal. A considerable growth of willows has come up along the front of the slope and through and in the portions of the slope in which the disintegration above had occurred. The riprap when examined had been in place about 10 years and had adequately served its purpose. The exposure, however is not too severe as wave action in Youngs Bay is not comparable to direct ocean exposure. Being in the bay there is little or no lateral current against the slope protection.

For exposures of this kind there seems no reason why successful installations of heavy asphaltic concrete pavement can not be made.

Since wave action is now being taken by the growth of willows nothing further can be learned by continued inspection and this may be considered a final report on the project.

Very truly yours

R. H. Baldock
State Highway Engineer

By

H. C. Wilkins
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
FEB 25 1939
FOR FILING

194-D

February 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 14, 1939, concerning the final quantities on the Smith Point-Young's Bay Section, Project No. FA 194-D.

Considerable portion of the asphaltic concrete used on the section between Stations 0+58 and 17+00 was for the purpose of making a connection between the new pavement and Florence Avenue, near Station 17+00. Also, near the north end of the section, it was necessary to remove a portion of the paved entrance of a service station on account of variation in grade. Accordingly, the entrance was reconstructed with asphaltic concrete.

The underrun for the item of surface finish coat was occasioned by traffic conditions, making it very difficult to get a satisfactory job; so the item was eliminated and the asphaltic concrete mix was varied to get a satisfactory result, without it.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

February 14, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 15 1939
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the explanation of overruns and underruns submitted with the final voucher for Oregon F.A.P. 194-D, Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway.

Will you please furnish a more complete explanation for the elimination of the surface finish coat on the Portland cement concrete section? Will you also please advise where the asphaltic concrete was used on that section other than at the Nehalem highway connection? The final field estimate indicates 99.77 tons used on the section between stations 0+58 and 17+00, although the plans indicate none for use there.

Very truly yours,

W. H. LYNCH,
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 6, 1938

IN REPLY PLEASE REFER TO FILE NO.

4-1022

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. E. G. Smith.

Dear Sir:

There is attached hereto the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the Smith Point-Young's Bay Bridge Section, contract No. 2031.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. Nash

RECEIVED
SEP 8 1938
FOR FILING
Fap 194

#2031

August 30, 1938

Maryland Casualty Company
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2031 for grading and paving the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway, in Clatsop County has been completed by the contractor, Mountain States Construction Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above mentioned contractor in connection with this contract will be $45,604.93, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

RA:AM

Secretary

RECEIVED
MAY
FOR

RH BALDOCK

7C15194-D

Final Cost Analysis — August 25th, 1938
Oregon Coast Highway — Smith Point-Youngs Bay
Contract 2031 — Grading & Paving — Prefix 4-1022
Mt. States Construction Co., Contractors
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$533.68	All			$1,000.00
Trench Excavation	297.91	359.5 cu. yd.	0.83	1.00	359.50
Excavation, Single Class	5,720.50	23,683.6 cu. yd.	0.24	0.30	7,109.07
Truck Haul	397.64	3,298.7 yd. mi.	0.12	0.10	329.87
Finishing Roadbed & Slopes	348.80	0.77 mile	452.98	500.00	385.00
Rounding Cutbanks	75.64	872 lin. ft.	0.087	0.10	87.20
Pavement Removal	1,324.28	4,106.2 sq. yd.	0.32	0.25	1,026.55
Curb Removal	28.05	605.5 lin. ft.	0.046	0.15	90.83
Sidewalk Removal	25.29	215.2 sq. yd.	0.117	0.20	43.04
Rip Rap	235.71	305.51 cu. yd.	1.296	3.00	916.53
Mortared Slope Pavement	717.76	565.56 sq. yd.	1.27	1.00	565.56
8" Sewer Pipe	168.51	270 lin. ft.	0.62	0.60	162.00
12" Conc. Culvert Pipe	383.20	399 " "	0.96	1.15	458.85
18" " " "	493.47	264 " "	1.87	2.50	660.00
Concrete Catch Basins	98.37	5 each	19.67	25.00	125.00
" " Inlets	17.25	1 "	17.25	25.00	25.00
" Curbs	99.66	278.2 lin. ft.	0.358	0.50	139.10
" Sidewalks	300.92	214.78 sq. yd.	1.40	2.00	429.56
" Driveway Aprons	67.56	38.33 sq. yd.	1.76	2.50	95.83
Cable Guard Fence	1,753.25	1,600 lin. ft.	1.095	1.20	1,920.00
Rock Base	5,269.32	4,182 cu. yd.	1.26	1.35	5,645.70
3/4"-0" Rock in Shoulders and Surfacing	2,283.50	1,393 " "	1.64	1.75	2,437.75
3/4"-0" Rock in Cushion Course	915.20	572 " "	1.60	1.75	1,[illegible]

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
¼"-0" Sand Cushion	$324.00	180 cu. yd.	1.80	1.85	$333.00
¼"-0" Rock in Footpath	64.40	27 " "	1.96	3.00	81.00
Portland Cement Concrete Pavement	16,093.17	9,576.82 sq. yd.	1.68	1.80	17,238.28
Expansion Joints	135.90	1,001 lin. ft.	0.136	0.15	150.15
Contraction Joints	109.23	4,697 " "	0.023	0.03	140.91
Dowels	673.95	4,884 each	0.138	0.15	732.60
Tie Bars & Reinforcement	175.85	3,320.1 lbs.	0.053	0.06	199.21
Class B Asphaltic Concrete	1,430.07	274.54 ton	5.21	7.00	1,921.78
Surface Finishing Coat	41.80	528.5 sq. yd.	0.08	0.10	52.85
Cement Adjustment		109.25 bbl.	2.25		- 245.81
Signs Provided by State					- 7.99
	$40,603.84				$45,605.65

Gross Revenue	$45,605.65
Total Cost	40,603.84
Net Profit	$5,001.81

Net Profit Equals 11.0% of Gross Revenue

Detail of Cost

Labor:

Supervision	$683.90	
Labor	10,250.91	
State Industrial Accident Insurance	710.76	
Unemployment & Social Security	437.39	
		$12,082.96

Materials:

3/4"-0" Cr. Rock for Shldrs. & Surf.	1393 cu. yd. at 1.00	1,393.00	
3/4"-0" " " " Sand Cushion	572 " " " 1.00 (in bunkers)	572.00	
¼"-0" " " " " "	180 cu. yd. at 1.20 (in bunkers)	216.00	
3/4"-0" Agg. for Asph. Conc.	239 " " " 1.10	262.90	
¼"-0" Rock for Footpath	27 " " " 1.50 (in bunkers)	40.50	
8" Conc. Sewer Pipe	270 lin. ft. at 0.33	89.10	
12" Conc. Culv. Pipe	399 " " " 0.65	259.35	
18" " " "	264 " " " 1.62	427.68	
Dowels	4884 at 0.12½	598.29	
Sleeves	1001 at 0.03	30.03	
Contraction Joints ¼" x 2"	4697 lin. ft. at 0.0148	69.51	
Expansion Joints 3/4" x 7"	1001 " " " 0.096	96.09	
Reinforcing Steel	3320 lbs. at 0.0412	136.79	
Portland Cement (Beaver)	2870 bbls. at 2.15	6,170.50	
Coarse Aggregate for Concrete	1579 cu. yd. at 1.55	2,447.45	
Sand " " "	893 " " " 1.20	1,071.60	
Grade D Asphalt	18.06 tons at 21.00 (IN Barrels)	379.26	
			$14,260.05

Equipment Rental & Misc. Supplies:

Equipment Rental	$5,386.35	
Hired Trucks (not including drivers)	435.87	
Gas, Oil & Grease	2,102.33	
Form Lumber	496.99	
Explosives	13.50	
Small Tools	118.07	
Burlap and Water Pipe	86.55	
Materials for Crushing Plant	204.51	
Rock Royalties on 3" - 0" Rock	836.40	
Move In Freight & Cartage	729.03	
Office	252.49	
Public Liability	103.99	
Bond	456.07	
Misc. Mat'ls and Supplies	330.04	
Home Office & General Overhead 3% of Gross Revenue	1,368.16	
Paid to Ray Collins for Installing Cable Guard Fence	1,340.48	
		$14,260.83

Total Cost $40,603.84

Supplementary Report
Portland Cement Concrete Paving
Smith Point-Youngs Bay

Item	Cost	Square Yards of Pavement	Cost per Square Yard
Forms	$1,052.32	9,576.82	$0.11
Fine Grading	562.51	"	0.06
Water & Water Pipe	437.78	"	0.046
Mix, Lay & Finish	1,256.94	"	0.131
Curing	194.48	"	0.02
Cleanup & Tar	338.29	"	0.035
Min. Agg. at Mixer	4,304.75	"	0.449
Portland Cement	6,157.60	"	0.643
Overhead, Bond & Supv.	1,788.50	"	0.186
	$16,093.17	9,576.82	$1.68

About half of the form lumber had been used on previous jobs, and freight was included in the cost only. The water pipe was rented from the Alaska Junk Co., and water was purchased from the City of Astoria. A 6-sack Smith mixer was used for 57 hours laying pavement, an average of 168 square yards per hour. Very little time was lost from breakdowns. The cement was purchased from the Beaver Portland Cement Co. and shipped to Astoria by rail. It was unloaded adjacent to the aggregate bunkers and hand trucked a distance of 50 feet and the sacks were emptied directly into the batch trucks. The mineral aggregate was purchased from the City Lumber and Supply Co. in their bunkers, the coarse aggregate costing $1.55 and sand $1.20. The average haul to the job was 1.8 miles.

Smith Point-Youngs Bay

REMARKS:

This contract was bid on November 30th, 1937 and awarded on December 27th. Work was started on March 23rd, 1938, and the project was completed July 2nd. The principal items of the contract consisted of 0.77 miles of grading containing 23,680 cubic yards of single class excavation, 5,575 cubic yards of crushed rock and 9,600 square yards of 22-foot Portland Cement pavement.

The contractor made good progress on the single class excavation though some delay was caused by heavy rains. A 5/8 yard Bucyrus shovel excavated the 23,680 cubic yards in 320 working hours, an average of 74 yards per hour. The hauling was done with from 5 to 7 light trucks, and for compaction an RD-4 cat and dozer was used. Trenching the roadbed area on the dredged fill at Smith Point to a depth of 7 feet and backfilling with more suitable material was also included in the excavation. The contractor equipped his shovel with dragline, boom and bucket and removed the unstable sand and silt. No rock was encountered in the single class excavation, and the contractor made a profit of 6 cents per yard on his 30-cent bid which also included a free haul of 1000 feet.

The 3" - 0" base rock was produced by the contractor who used his own equipment in the Hildebrand quarry which is a commercial quarry situated 1.5 miles from the south end of the project. A 15" x 38" jaw crusher was installed and powered by an 80 h.p. diesel motor. The contractor used his own shovel, compressor and trucks. This plant produced 4,411 cubic yards in 75 hours operating time, an average of 59 yards per hour, at a cost of $0.56 in the bunker. 2,311 cubic yards were hauled directly on the road, and 2,100 cubic yards were stockpiled at the south end of the job for placing after the pavement was removed and on the shoulders. As a City ruling prevented placing of shots containing more than 12 lbs. of powder in this quarry, it was necessary to bar the rock down by hand labor. This work was performed by the owner's quarry laborers and the contractor paid him $0.10 per yard to cover this cost, in addition to a royalty of $0.10 per yard for the rock. The contractor made a small profit on the 3" - 0" rock on a rather low bid price. The 3/4" - 0" crushed rock used on shoulders and surfacing was purchased from Hildebrand for $1.00 in the bunkers.

The pavement removal proved expensive to the contractor as some of the asphaltic concrete was 16 inches thick. A 3,000 lb. hammer was used in breaking the pavement and hauling of the material, an average of 1.1 miles, was included in the bid price. Most of the other items show a fair profit and a very good profit was made on the riprap which was constructed of salvaged materials removed from curbs, sidewalks and concrete pavement. The haul of this material had already been charged into other items, and the only work required was the moving of the material from the edge of the bulkhead where it had been dumped and hand placing it. The mortared slope was constructed with pieces of asphaltic pavement instead of concrete as very little suitable concrete pavement was found during the pavement removal. The joints in the mortared slope were then filled with heated asphalt.

MAY 17 19

Remarks - Continued.

The laying of the Portland Cement concrete pavement was started on June 9th, and completed June 18th. A 6-sack Smith mixer was used, and the 9,576.8 square yards were poured in 57 hours, an average of 168 square yards per hour. The aggregate was purchased from the City Lumber & Supply Co. in their bunkers 1.3 miles from the north end of the job. The cement was shipped from Portland by rail, and the sacks were hand trucked a distance of 50 feet from the cars and dumped into the batch trucks under the aggregate bunkers.

The contract shows a fair profit due to the efficient handling of the work, the suitable equipment used and the usual good management of the contractor.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
AUG 22 1938
FOR FILING

Aor 124-2

August 22, 1938

Mr. Jaques DeHyse, Deputy City Auditor
City of Astoria
Astoria, Oregon

Dear Sir:

Reference is made to the inquiry in your letter of August 18, relative to the number of barrels of cement used in the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway under contract to the Mountain States Construction Company, Eugene, Oregon.

Our final records show 2,869 barrels of cement used in the pavement and 65.25 barrels of cement in sidewalks, curbs and driveways, a total of 2,934.25 barrels for the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

Filed

#11476
2869 Bbls. in pavement
#261.
65/4 Bbls. in Conc. Curb & Conc.
2,934.25 Total

TORIA, OREGON

OR
BROOK
NAGER
CONVILL

COMMISSIONERS:
WILLIAM MANNILA DR. W. C LOGAN

gust
8th
38

RECEIVED
1938
COMMISSION

number of barrels
h Point Highway
o Youngs Bay Bridge,
Astoria, Oregon, Mountain States Construction
Company, Eugene, Oregon, contractors.

We need this information in order to compute bill for water used by the above named contractors on this job.

Thanking you, we are,

Very truly yours,

CITY OF ASTORIA

by Jaques De Nyse
Deputy City Auditor

Milnes

THE CITY OF ASTORIA, OREGON

COMMISSIONERS:
LLOYD VAN DUSEN ANTON SORENSEN

MAYOR
J. C. TEN BROOK
CITY MANAGER
JAMES O. CONVILL

COMMISSIONERS:
WILLIAM MANNILA DR. W. C LOGAN

RECEIVED
AUG 20 1938
STATE HIGHWAY COMMISSION

August
18th
19 38

State Highway Engineers,
Salem,
Oregon.

Gentlemen:-

Will you kindly advise the number of barrels of cement used on the Smith Point Highway contract, - Hamburg Ave. to Youngs Bay Bridge, Astoria, Oregon, Mountain States Construction Company, Eugene, Oregon, contractors.

We need this information in order to compute bill for water used by the above named contractors on this job.

Thanking you, we are,

Very truly yours,

CITY OF ASTORIA

by Jaques De Nyse
Deputy City Auditor

#2031

RECEIVED
AUG 19 1938
FOR FILING

Jal 194-E

August 19, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 2031, Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway in Clatsop County. This Payment will be made on or after August 29, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by E. McFarland.

RECEIVED
AUG 18 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

RECEIVED
AUG 17 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 1 1/4 - C

POST OFFICE BUILDING
PORTLAND, OREGON

August 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 194-D, Smith Point-Young's Bay Bridge section, was made by a representative of this office on July 7, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 9-A-1 1936 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLASGOW, SECRETARY

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 9 1938
FOR FILING
FAP 194-D

OREGON STATE HIGHWAY COMMISSION

SALEM
August 8, 1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sirs

Your concurrence in an extension of time for and two days on the Smith Point-Young's Bay Contract F.A.P. 194 D, Mt. States Construction Company Contract is requested.

There was considerable time lost in removing unsuitable fill material and refilling with borrow in order to stabilize for the new pavement. Some 5000 yards were excavated and borrowed in this work which was not included in the original contract. May we have your concurrence.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H
CC to
R.H.Baldock

Form 320—SM—10-37

7-P-14-B

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 6, 1938

Section Smith Point - Youngs Bay Bridge — *Kind of work* Grading and Paving

Highway Oregon Coast — *Section prefix* 4-1022

Contractor Mountain States Construction Co. — *Contract number* 2051

Date of contract Dec. 27, 1937, 193... — *Date of completion* July 2, 1938, 193...

Date work started March 25, 1938, 193... — *Estimated date of completion* ..., 193...

Amount of contract . . . . . $... — *Per cent of time elapsed* ...%

Estimated cost of completed project, exclusive of engineering . . . . . $...

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $..., ...% — *Date project was completed* ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Practically all week spent in re-running center line on Walluski and setting R/W posts on same and on this job. All will be complete this week.

In tying in the Smith Point job to city monuments it was found that our center line is not parallel to the center line of Taylor Ave. on the Florence Ave. - Erie Ave. Section, so additional ties were made to determine the correction.

Parties have pulled three or four of our R/W pins necessitating their replacement on the Walluski job.

The estimate should be in Salem by the middle of the week.

NOTED
VAN SCOY
8/10

RECEIVED
AUG 8 - 1938
DIVISION ENGINEER
DIVISION NO. 2

Signed L. L. Mau

Address Astoria, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 29 1938
FOR FILING

July 29, 1938

General Petroleum Corporation
813 S. W. Alder Street
Portland, Oregon

Attention: Charles A. Crouse
Division Credit Manager

Gentlemen:

This is to acknowledge your letter of July 27, 1938, concerning the Mountain States Construction Company's contract No. 2031 for grading and paving the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway, in Clatsop County.

You are advised that this contract was completed on July 2, 1938, but has not yet been accepted by the State Highway Commission. The total amount paid the contractors to date is $42,327.35. The retained percentage amounts to $3,297.98.

Very truly yours,

JMcF:AM

Secretary

#2031

RECEIVED
JUL 28 1938
COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

July 27, 1938

Oregon State Highway Commission
Salem, Oregon

Contract No. 2031

Gentlemen:

Will you please advise if the Mountain States Construction Company have completed the above contract, and if so, kindly give us the date of acceptance of the job?

Very truly yours,

CHAS. A. CRONN
Division Credit Manager

By A. R. Chrany

HRC:P

- 1 - 1938 -

Pf - $42,327.35
Otl - $3,297.94

RECEIVED
JUL 30
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND.
E. B. ALDRICH, PENDLETON.
F. L. TOU VELLE, JACKSONVILLE.

H. B. GLAISYER, SECRETARY.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

July 26, 1938

IN REPLY PLEASE REFER TO FILE NO.

4-102

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached Hereto Is a request from the Mountain States Construction Company for an extension of time of two days on their Smith Point-Young's Bay contract. Consent of their surety is included in this request.

It is recommended that this extension be granted without penalty since a considerable extra quantity of material was included in the contract, covering the removal of unsuitable fill material and refilling with borrow in order to stabilize the subgrade for the new pavement. Some 5,000 yards were excavated and borrowed in this work.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AA
cc R. H. Baldock

RECEIVED
JUL 22 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

July 20, 1938

IN REPLY PLEASE REFER TO FILE NO.

4-1022

Mountain States Construction Company,
Eugene, Oregon.

Gentlemen:

Please submit a request for extension of time, with the written consent of your surety, to cover two days over the completion date of June 30th on the Smith Point-Young's Bay Bridge project, contract No. 203.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

G W:AM
cc H. B. Glaisyer

Form 328—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAP 194-D

For Week Ending July 16, 1938, 193...

Section Smith Point Youngs Bay Bridge

Highway Oregon Coast

Contractor Mountain States Construction Co.

Date of contract Dec. 27, 1937, 193...

Date work started Mar. 25, 1938, 193...

Amount of contract . . . . . $ 43,273.00

Estimated cost of completed project, exclusive of engineering . . . . . $

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $, %

Kind of work Grading & Paving

Section prefix 4-1022

Contract number 2031

Date of completion July 2, 1938, 193...

Estimated date of completion, 193...

Per cent of time elapsed %

Date project was completed July 2, 1938, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All quantities have been computed and checked and the mass completed.

The final profile and map will be made this next week and the estimate should be in Salem by the end of the week.

About two weeks will be required to compute and final the grading on the Walluski job.

RECEIVED
JUL 25 1938
DIVISION ENGINEER

RECEIVED
JUL 25 1938

POSTED
VAN SCOY

Signed L. A. [illegible]

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 15 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon F.A.P. 194-D
Smith Point-Young's Bay Bridge section
Oregon Coast Highway

194-C

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ico

Apr. 33899

Form P. R. 2

Federal Aid

State Oregon

Project No. 194-D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of April, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, four hundred fifty and 00/100

dollars ($ 29,450.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ..... Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ..... survey station 0+58 on Taylor Avenue between Hanburg Avenue and Hall Street in Astoria and survey station 87+97, the north end of a viaduct on Fifth Avenue, Astoria; (excepting Project No. NRM 194-B (1935) between survey stations 17+00 to 84+00)

..... , length 0.785 / of a mile in Clatsop County, being Section D of Oregon Federal Aid project No. 194, consisting of 0.785 / of a miles of roadway and no bridges, [illegible] of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of twenty-nine thousand, four hundred fifty and 00/100 dollars ($29,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-eight thousand, two hundred eighty and 00/100 dollars ($48,280.00), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges or structures of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of May, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E K Adkins

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—8518

Form FH. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 194-D, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 48,280.00 as the total estimated cost of said project, and the sum of $ 29,450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of May one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By H. H. Fenny
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4080

RECEIVED
APR 8 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

RECEIVED
APR 7 - 1938
STATE HIGHWAY ENGINEER
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 194-D
Smith Point-Young's Bay Bridge section
Oregon Coast Highway

April 5, 1938

194-B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By H. J. Caufield
H. J. Caufield
Highway Engineer

RECEIVED
FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Smith Point-Youngs Bay Bridge Section, F. A. Project No. 194-D.

As suggested in your letter of November 22, 1937, we have eliminated the bridge from the project and have shown the end of participating work at Sta. 87+97. The quantities involved are so small that no change is made in the estimate, but the work will be excluded from the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 194-B

SOUTH POINT-KNAPPA'S BAY BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1938

NEW WORK

Portland Cement Concrete Pavement (Sta. 0+58 to 17+00)
(Sta. 64+00 to 86+70)

All Required		Clearing and Grubbing		$ 969.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
18,800	cu. yds.	Excavation, Single Classif.	0.30	5,640.00
3,500	yd. mi.	Trunk Haul	0.10	350.00
0.74	mile	Finishing Roadbed and Slopes	500.00	370.00
350	lin. ft.	Rounding Cutbanks	0.10	35.00
4,700	sq. yds.	Removal of Old Pavement	0.25	1,175.00
650	lin. ft.	Removal of Curbs	0.15	97.50
170	sq. yds.	Removal of Sidewalks	0.20	34.00
150	cu. yds.	Riprap	3.00	450.00
1,200	cu. yds.	Mortared Slope Pavement	1.00	1,200.00
350	lin. ft.	8" Sewer Pipe	0.60	210.00
110	lin. ft.	12" Sewer Pipe	1.00	110.00
280	lin. ft.	12" Concrete Culvert Pipe	1.15	322.00
310	lin. ft.	18" Concrete Culvert Pipe	2.50	775.00
5	only	Concrete Catch Basins	25.00	125.00
4	only	Concrete Catch Inlets	25.00	100.00
300	lin. ft.	Concrete Curb	0.50	150.00
180	sq. yds.	Concrete Sidewalks	2.00	360.00
5	sq. yds.	Concrete Driveway Aprons	2.50	12.50
1,600	lin. ft.	Cable Guard Fence	1.20	1,920.00
4,000	cu. yds.	Rock Base	1.35	5,400.00
750	cu. yds.	½" - 0" Rock in Shoulders and Surfacing	1.75	1,312.50
300	cu. yds.	½" - 0" Materials in Cushion Course	1.75	525.00
150	cu. yds.	½" - 0" Materials in Cushion Course	1.85	277.50
56	cu. yds.	Rock Footpaths	3.00	168.00
290	cu. yds.	Filler	0.50	145.00
290	yd. mi.	Hauling Filler	0.10	29.00
9,600	sq. yds.	Portland Cement Concrete Pavement	1.80	17,280.00

1,050	lin. ft.	Expansion Joints	$ 0.15	$ 157.50
4,900	lin. ft.	Contraction Joints	0.03	147.00
5,000	only	Dowels	0.15	750.00
3,500	lbs.	Tie Bars and Reinforcement	0.06	210.00
150	tons	Class "B" Asphaltic Concrete	7.00	1,050.00
600	sq. yds.	Surface Finish Coat	0.10	60.00
			Subtotal	$ 42,116
			10% Engr. & Cont.	4,211
			Total	$ 46,327

Length 0.741 mile
Cost per mile $ 62,519

Asphaltic Concrete Pavement (Sta. 86+70 to 87+97)

All Required		Clearing and Grubbing		$ 31.00
200	cu. yds.	Excavation, Single Classif.	$ 0.30	60.00
.02	mile	Finishing Roadbed and Slopes	500.00	10.00
400	cu. yds.	Rock Base	1.35	540.00
50	cu. yds.	½" - 0" Rock in Shoulders and Surfacing	1.75	87.50
4	cu. yds.	Rock Footpaths	3.00	12.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.10	1.00
140	tons	Class "B" Asphaltic Concrete	7.00	980.00
500	sq. yds.	Surface Finish Coat	0.10	50.00
			Subtotal	$ 1,776
			10% Engr. & Cont.	177
			Total	1,953

Length of Roadway 0.024 mile
Cost per mile $ 81,375

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Concrete Pavement	$ 46,327	$ 28,259	$ 18,068
Asphaltic Pavement	1,953	1,191	762
	$ 48,280	$ 29,450	$ 18,830

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

January 28, 1938

Mountain States Construction Co.

Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2031 awarded to you on December 27, 1937, for grading and paving the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway, in Clatsop County.

This copy is for your records and files.

Very truly yours,

HDG:AM

Secretary

RECEIVED
JAN 7 1938
FOR FILING

January 6, 1938

Mountain States Construction Co.

Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2031 which was awarded to you on December 27, 1937, by the State Highway Commission covering grading and paving of the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 37 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin, and the number and classification of laborers needed for such work.

Very truly yours,

HBG:AM

Secretary

RECEIVED
MAY 19 1938
FOR FILING

December 28, 1937

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, wish to say that the State Highway Commission yesterday awarded to you a contract for the construction of the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County, consisting of 0.77 mile grading and paving work, for which you submitted the low bid, amounting to $45,975.00, at the meeting of the Highway Commission held on November 30, 1937.

You are authorized to commence construction operations immediately. Contract and bond forms for your execution will be mailed to you shortly.

Very truly yours,

Secretary

HBG:MBL

RECEIVED

SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER	X	DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER			
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM OREGON DECEMBER 28 1937

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 WASHINGTON STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT FOR CONSTRUCTION OF SMITH POINT-YOUNGS BAY BRIDGE PROJECT ASTORIA FOR WHICH YOU SUBMITTED LOW BID ON NOVEMBER THIRTIETH STOP THIS IS YOUR AUTHORITY TO PROCEED WITH CONSTRUCTION OPERATIONS STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

194-D

IN REPLY PLEASE REFER TO FILE NO.

December 27th, 1937

Mr. L. W. Hyde, M. D., Chairman
Public Affairs Committee Kiwanis Club
Young Building
Astoria, Oregon

NOTED

Dear Dr. Hyde:

Your letter addressed to Mr. Cabell, concerning the alignment at the end of the Youngs Bay Bridge, has been referred to me for answering.

The arguments which you presented were brought up two years ago, and the proponents of this theory were at that time convinced that a highway of the importance of the Oregon Coast Highway needs certain definite standards of alignment.

The right of way has been purchased and the contract already let for this improvement; therefore, it is impossible to make any further changes in the alignment.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONFIRMATION

RECEIVED FOR FILING

of Public Roads

0010-80 Oregon

194

DAY LETTER

Portland, Oregon
December 27, 1937

R. H. Baldock
State Highway Engineer
Salem, Oregon

HEWLET WITH THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT AS OF DECEMBER 27TH FOR OREGON PAP 194 D, SMITH POINT-YOUNGS BAY BRIDGE SECTION, TO MOUNTAIN STATES CONSTRUCTION COMPANY LOW BIDDER

Lynah

Paid govt. rate

RECEIVED
DEC 28 1937
STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(431)

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — WILLEVER, VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1937 DEC 27 AM 10 47

PRH27 32 GOVT DL=PORTLAND ORG 27 1038A

R H BALDOCK=

194 D STATE HIGHWAY ENGINEER

REURLET 24TH THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT AS OF DECEMBER 27TH FOR OREGON FAP 194 D, SMITH POINT-YOUNGS BAY BRIDGE SECTION, TO MOUNTAIN STATES CONSTRUCTION COMPANY LOW BIDDER=

LYNCH.

24 27 FAP 194 D.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ER

December 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The right of way matters which have occasioned delay in the awarding of the contract for the grading and paving of the Smith Point-Youngs Bay Project (FA 194-D) have now been satisfactorily settled. Therefore, if you will concur, we will award the contract on December 27th, to the Mountain States Construction Co. on the basis of the bid submitted by it on November 30th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

114 D

FILED

FOR FILING

Mountain States Construction Company
Eugene, Oregon

State Highway Commission awarded to you yesterday contract for construction of Smith Point – Yaquina Bay Bridge, Lincoln Astoria to which you submitted low bid on November 30th. This is your authority to proceed with construction operations. Contract forms follow shortly.

H. H. Blanchard Jr. Secty
State Highway Commission

Day Letter
Postal

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DEC 15 1937
FOR FILING
194-A

December 15, 1937

Mr. Thomas C. Thompson
Building Construction & Company
415 N. Stanton Street
Portland, Oregon

Dear Sir:

I have your letter of December 15 stating your desire to submit a bid of $43,550.00 for the state highway project known as Federal Aid Project No. 194-D, consisting of .77 mile of grading and paving work.

The project to which you refer is the grading and paving of the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County. The State Highway Commission took bids for this job on November 30, 1937. A satisfactory bid was received at that time but the award of the contract was held pending completion of right of way negotiations. It is expected that these will be finished before the end of the month. The contract will then be officially awarded to the low bidder, which is the Mountain States Construction Company, Eugene.

If for any reason the Commission does not award the contract as the result of the taking of bids on November 30, the project will be readvertised and you will then be given an opportunity to submit a bid for the same. You will have to comply with the Oregon laws regarding prequalification, however, and must submit your bid on the proposal form that will be given you by the State Highway Commission after you have satisfied the prequalification requirements. Your bid will have to be accompanied by a certified check or a bidder's bond in the amount of 5% of the total amount of your bid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

Portland, Ore.
Dec. 13, 37

Ore. State Highway Comm.
Salem Oregon.

Dear Sir.

I hereby include your bid on Federal Aid Project No. 144-D. 0.77 mi. grading and paving. the sum of $43,550,00 which is now pending for further biding.

Therefore I am sending you my bid befor the State Highway commission and also I am ready for bond which the State Highway Commission requires if my bid is accepted.

Please let me know at once for further instructions.

Yours Truly
Thomas C. Thompson
Building Construction Co.
413 - N. Stanton.
Portland. Ore.

RECEIVED
DEC 15 1937
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

RECEIVED
NOV 23 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 7A 194-F

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project No. 194-D, Smiths Point-Youngs Bay Bridge section.

All papers provide for this project to end at Station 88+35 carrying the asphaltic pavement across the viaduct, Sta. 87+97 to 88+35. While the estimate stipulates 88+35, it does not segregate as between road and bridge, and since there is so little involved, we would suggest that the Federal Aid project be ended at Sta. 87+97 and the 38 ft. across the viaduct be constructed by the State without Federal Aid.

Please advise if you consider this satisfactory. The change can be made in the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 2[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project 174-D, Smith's Point-Young's Bay Bridge section.

194-D

As changes have been made in alignment on this project since the project statement sketch map was approved, it is requested that a revised sketch map be submitted for approval.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 17 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 194-D, the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

In accordance with instructions from our Washington office, it is necessary to change the letter designation of thisproject. We have, therefore, changed the papers to read Project No. 194-D instead of 194-B. Will you please so change your records.

In accordance with your telephone instructions, we have changed the equation at the end of the viaduct to read 88+35.0 P.O.T. Back = 350+57.7 P.O.T. Ahead, and the end of the Young's Bay Bridge from 350+07.2 to 350+06.0.

As covered in telephone conversation today between Mr. Probert and Mr. Davis, revised special provisions for cement are to be submitted, substituting Federal Specification SS-C-191A for SS-C-206, as shown.

Sta. 4+25 to 17+00 -- the plans indicate that the work extends beyond the right of way limits. This should be cleared up before submitting the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

November 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

194-D

Dear Sirs

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Smith Point-Young's Bay Bridge Section, Project No. F. A. 194-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 194-B

SOUTH JETTY-YOUNGS BAY BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 12, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway (Sta. 17+00 to Sta. 64+00	$ 31,610.22
NRM Funds Paid (Sta. 17+00 to Sta. 64+00)	$ 31,048.25
Length	0.890 mile

NEW WORK

Portland Cement Concrete Pavement (Sta. 0+58 to 17+00)
(Sta. 64+00 to 86+70)

All Required		Clearing and Grubbing		$ 190.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
18,800	cu. yds.	Excavation, Single Classif.	0.25	4,700.00
3,500	yd. mi.	Truck Haul	0.15	525.00
0.74	mile	Finishing Roadbed and Slopes	200.00	148.00
350	lin. ft.	Rounding Cutbanks	0.10	35.00
4,700	sq. yds.	Removal of Old Pavement	0.30	1,410.00
650	lin. ft.	Removal of Curbs	0.10	65.00
170	sq. yds.	Removal of Sidewalks	0.30	51.00
150	cu. yds.	Riprap	2.00	300.00
1,200	sq. yds.	Mortared Slope Pavement	1.20	1,440.00
350	lin. ft.	8" Sewer Pipe	0.60	210.00
110	lin. ft.	12" Sewer Pipe	1.00	110.00
280	lin. ft.	12" Concrete Culvert Pipe	1.25	350.00
310	lin. ft.	18" Concrete Culvert Pipe	2.50	775.00
5	only	Concrete Catch Basins	25.00	125.00
4	only	Concrete Catch Inlets	15.00	60.00
300	lin. ft.	Concrete Curb	0.60	180.00
180	sq. yds.	Concrete Sidewalks	1.50	270.00
5	sq. yds.	Concrete Driveway Aprons	2.00	10.00
1,600	lin. ft.	Cable Guard Fence	1.25	2,000.00
4,000	cu. yds.	Rock Base	1.50	6,000.00
750	cu. yds.	1" - 0" Rock in Shoulders & Surfacing	2.00	1,500.00
300	cu. yds.	1" - 0" Materials in Cushion Course	2.00	600.00
150	cu. yds.	1" - 0" Materials in Cushion Course	2.00	300.00
56	cu. yds.	Rock Footpaths	2.00	112.00

290	cu. yds.	Filler	$ 0.50	$ 145.00
290	yd. mi.	Hauling Filler	0.20	58.00
9,600	sq. yds.	Portland Cement Concrete Pavement	2.00	19,200.00
1,050	lin. ft.	Expansion Joints	0.20	210.00
4,900	lin. ft.	Contraction Joints	0.05	245.00
5,000	each	Dowels	0.20	100.00
3,500	lbs.	Tie Bars and Reinforcement	0.06	210.00
150	tons	Class "B" Asphaltic Concrete	8.00	1,200.00
600	sq. yds.	Surface Finish Coat	0.05	30.00
		Subtotal		$43,064
		10% Engr. & Cont.		4,306
		Total		$47,370
		Length	0.741 mile	
		Cost per mile	$ 63,927	

Asphaltic Concrete Pavement (Sta. 86+70 to 88+35)

All Required		Clearing and Grubbing		$ 10.00
200	cu. yds.	Excavation, Single Classif.	$ 0.25	50.00
.02	mile	Finishing Roadbed and Slopes	200.00	4.00
400 ~~200~~	cu. yds.	Rock Base	1.50	300.00
50	cu. yds.	½" - 0" Rock in Shoulders & Surfacing	2.00	100.00
4	cu. yds.	Rock Footpaths	2.00	8.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
150	tons	Class "B" Asphaltic Concrete	8.00	1,200.00
600	sq. yds.	Surface Finish Coat	0.05	30.00
		Subtotal		$ 1,709
		10% Engr. & Cont.		170
		Total		$ 1,879
		Length of Roadway	0.024 mile	
		Length of Overcrossing Structure	0.007 "	
		Total Length	0.031 "	
		Cost per mile	$ 78,291	

Note: Paving is to be constructed across overcrossing structure

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Concrete Pavement	$47,370	$28,904	$18,466
Asphaltic Pavement	1,879	1,146	733
	$49,249	$30,050	$19,199

IM 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 25, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith two sets of special provisions, one extra copy of the estimate, calculations and the following maps, profiles, etc., in connection with the proposed contract on the Smith's Point-Young's Bay Bridge Section of the Oregon Coast Highway at Astoria:

1 Map Tracing Smith Point Section, 1" = 100'
1 Map Tracing Smith Point Section, 1" = 20'
1 Map Tracing Smith Point-Young's Bay Bridge, 1" = 100'
1 Detail Map Smith Point-Young's Bay Bridge, 1" = 20'
1 Profile Tracing, Smith Point Section
1 Profile Tracing, Smith Point-Young's Bay Bridge
1 Profile Tracing, Smith Point-Young's Bay Bridge (Not Used)
1 Roll Cross-sections, Stations 4+00 - 17+00
1 Roll Cross-sections, Stations 63+53.9 - 88+35.0
1 Roll Mass Diagram Revised
1 Roll Mass Diagram, Stations 63+58.9 - 87+97
1 Roll Mass Diagram, Stations 63+58.9 - 87+97 (Not Used)
1 Print Smith Point Section Profile (Corrected)
1 Book Transit, Level, Cross-sections and Ties

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert

CONTRACT [redacted] 2031

1-1204 Gibbs Ranch-Baker Section, Baker-Unity Highway

2032

#1957

1-1204
2032

March 31, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2032 for the construction of the Gibbs Ranch-Baker Section of the Baker-Unity Highway in Baker County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $6,018.75, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2032

1-1204

March 19, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom on Contract No. 2052, Gibbs Ranch-Baker Section of the Baker-Unity Highway in Baker County. This payment will be made on or after March 29, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-M-1 1000 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 17, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to the surfacing of the Gibbs Ranch-Baker Section of the Baker-Unity Highway in Baker County:

I recently informed you that the material designated for the work was not suitable for the screened gravel surfacing, owing to the large amount of fines remaining in the to, surfacing after the large gravel had been screened out. A move was made to another pit, but this material likewise proved too fine for satisfactory use then all of the materials above the lg inch fines were screened out.

We tried to use unscreened material selecting such materials from the finest materials in the pit and this method worked much better. The resultant surface was much more stable and smoothed up as well. For this reason we did not use all screened gravel in the top surfacing, but we showed the material as gravel top in the estimate in as much as the contractor had his screening plant set up and practically all the expense incidental to the screenings had been incurred. In addition to having completed the screening plant setup, the contractor also used additional men on the roadbed raking out what few rocks were too large for the top surfacing. The result has been the securing of a very satisfactory surfacing.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:mA

cc R. H. Baldock

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 17, 1938

IN REPLY PLEASE REFER TO FILE NO.

1-12-04

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. C. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Gibbs Ranch-Baker Section of the Baker-Unity Highway in Baker County. All work on this project was satisfactorily completed by the contractor on March 15, 1938.

The cost of the work as indicated by the semi-final estimate is approximately $600 or 10% under the project authorization, but there will be an additional charge of approximately $105 for purchase of gravel materials.

In support of the semi-final estimate there is being forwarded to you by express the following records:

89 material receipt books
1 haul chart attached to sketch map showing gravel pits, equations, etc.

For the benefit of Mr. McCallister in checking the semi-final estimate, he will note it was necessary to secure some of the materials from a pit at Station 550 as surface materials for the entire job were not available from the pit at Station 724.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:mA
enc.
cc R. H. Baldock
S. L. Probert
J. H. McCallister

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

MAR 21 1938

For Week Ending Mar. 12,1938, 193....

Section Gibbs Ranch - Baker

Highway Baker - Unity

Contractor O.C.Yocom

Date of contract Jan. 6,1938, 193....

Date work started Jan. 29,1938, 193....

Amount of contract . . . . . $ 6320.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 6000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 360.00, 6 %

Kind of work Grav. Surf.

Section prefix 1 - 1204

Contract number 2032

Date of completion June 30,1938, 193....

Estimated date of completion Mar. 18,1938, 193....

Per cent of time elapsed 42 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished placing material on this project on Friday of this week.
Will keep the job maintained for a few days,until we get a shower of
rain before the final shaping of the gravel.

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

...C.
cc F. H. Baldock

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.13			
Miles partially completed		00			
Miles completed		4.13			
Total estimated quantities		12,600			
Estimated quantities moved or placed to date		12,600			
Average daily quantities		900			
Average daily quantities necessary to complete project on time		0			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		16			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					16		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

WCH:EA
cc.
cc F. H. Baldock

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 4, 1938.

- 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Difficulty has been encountered in securing suitable gravel for the screened gravel surfacing on the Gibbs Ranch-Baker Section of the Baker-Unity highway. The gravel in the pit purchased from Bowen was very suitable for base surfacing, but when we started screening the material for topping we found too much fine material which contained some clay to make a satisfactory surfacing. This was the result of a great portion of the clean gravel being screened out as oversize. Rather than proceed with the work using material which I deemed unsuitable for a permanent surfacing, we made arrangements to secure clean river gravel from a pit on Powder River at the south end of the project for use in the screened gravel top surfacing.

We were unable to purchase the land on which the gravel is located, but we made arrangements to purchase the material for 3¢ per cubic yard, paying only for such material as is used, which will be approximately 4,000 cubic yards. In addition, the haul will be slightly increased, but the payment of the 3¢ per yard royalty and increased haul will not increase the project authorization, as we will make a considerable saving on filler and sprinkling due to the materials being placed during wet weather when sprinkling was not needed and the amount of fines in the base course being sufficient to adequately compact the top course.

In order that the contractor not be delayed in his operations, we have secured an agreement from the owner of the gravel pit and allowed the contractor to move into the pit and he is now working the same.

I am enclosing herewith an agreement signed by Clara Kimball, owner of the gravel pit, which agreement is only granted as permission to enter the property and remove the gravel. Upon completion of the work, the gravel removed will be billed at the rate of 3¢ per cubic yard. It is expected that all work on the project will be completed within ten days.

Very truly yours

NOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
e..c.
cc R. H. Baldock

January 26, 1938

Mr. C. C. Yocom
313 Couch Building
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2032 awarded to you on January 6, 1938, for 4.13 miles surfacing on the Gibbs Ranch-Baker Section of the Baker-Unity Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

FILED
JAN 13 1938
FOR FILING
1-12-04

January 12, 1938

Mr. O. C. Yocom
313 Couch Building
Portland, Oregon

Dear sir:

We are sending to you today by express four copies of Contract No. 2032 which was awarded you on January 6, 1938, by the State Highway Commission covering the surfacing of the Gibbs Ranch-Baker Section of the Baker-Unity Highway, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to your surety on the bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 15 of the mimeographed SPECIAL PROVISIONS relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

kr

RECEIVED
JAN 10 1938
FOR FILING

1-1204

January 7, 1938

Mr. O. C. Yocum
2407 N. W. 28th Ave.
Portland, Oregon

Dear Sir:

The State Highway Commission on January 6, 1938, awarded you the contract for 4.13 miles gravel surfacing on the Gibbs Ranch-Baker Section of the Baker-Unity Highway in Baker County. This award was based on your low bid of $6,320 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

cc - Mr. Probert
Mr. W. C. Williams

CONTRACT* 2033

101-1002 Missouri Flat Sec.,North Unit,
Medical Springs Secon.

2033

RECEIVED
AUG 9 1938
FOR FILING
101-102

August 8, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2055, for the construction of the North Unit, Missouri Flat Section of the Medical Springs Secondary Highway in Baker County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 18, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $3,650.05, including the final payment. Of this amount $50.85 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 9 1938
FOR FILING

#2033

August 3, 1938

Mr. O. C. Yocom,
313 Couch Bldg.,
Portland, Oregon.

Dear Sir:

You are advised that the time limit on your contract No. 2033, North Unit, Missouri Flat Section in Baker County, expired May 31, 1938.

According to our records this contract was not completed until July 20th. Will you kindly make application for an extension of time to this date, as it will be necessary to have the time limit extended up to and including the actual date of completion before final payment can be made. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to W. C. Williams:

Mr. Williams:

Please advise of your recommendations.

H. B. Glaisyer

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 26 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
July 22, 1938

121-1082

RECEIVED
JUL 25 1938
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the North Unit of the Missouri Flat Section was satisfactorily completed by O C. Yocom on July 20 and I am submitting herewith semi-final estimate on the project accompained by extra work order No. 1 and supporting data.

Considerable difficulty was encountered in working the designated gravel pit and we found it necessary to abandon the pit due to unsatisfactory material. The designated pit was located in Baldock Slough and has been under water for the entire spring and summer. There were sufficient suitable materials for the project, but owing to inability to unwater the pit, the good materials could not be selected from the bad and the resulting materials were unsatisfactory.

A good gravel pit containing very satisfactory materials was located one-quarter mile from the end of the project. This pit was on much drier land and could be worked by running two pumps in the pit, keeping it dry. The contractor purchased the right to take materials from this pit, but the haul was increased over the estimate in the amount of $597. Owing to the satisfactory materials resulting and the fact that the designated pit could not be worked this year due to the high water table in the Baker Valley, it is recommended that the contractor be allowed the actual haul from the auxiliary pit.

The total project authorization was not overrun, there being allocated some $500 for filler, sprinkling, etc., which was not required due to the wet condition of the materials. The total cost of the project as indicated by the semi-final estimate is $4,038 as compared with the project authorization of $4,125.

Very truly yours

W. C. WILLIAMS
Division Engineer

WC :MA
enc.
cc R. H. Baldock

Form 238—SM—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16,1938, 193....

Section North Unit - Missouri Flat

Kind of work Surf.

Highway Medical Springs

Section prefix 101 - 1002

Contractor O.C.Yocom

Contract number 2033

Date of contract Jan. 7,1938, 193....

Date of completion May 31,1938, 193....

Date work started June 18,1938, 193....

Estimated date of completion July 20,1938, 193....

Amount of contract . . . . . $ 3750.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 3750.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $....., ...%

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Lost one day with truck breakdowns, and are getting about 500 yards in the two shifts. This job should be finished on Wedensday of next week.

RECEIVED JUL 23 1938

NOTED VAN SCOY

Signed Olan Dwight

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.02			
Miles partially completed		0.2.			
Miles completed		2.6			
Total estimated quantities		8000			
Estimated quantities moved or placed to date		6000			
Average daily quantities		500			
Average daily quantities necessary to complete project on time		Time up			
Number shifts per day		2			
Hours per shift		8			
Average force on project for week		12			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	KBS COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2				10		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., Trucks 6 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 12th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. Don E. Meldrum, Senior Land Appraiser for the War Department, called today concerning the driveway culvert at the entrance to the Meldrum ranch on the Baker-Medical Springs Secondary Highway.

His driveway is on the west side of the road about the middle of Section 28, Township 8 South, Range 40 East. He states that the high water leaves the Powder River through an irrigation ditch, and finds its way to the borrow pits along the west side of the road flowing north until it is blocked by the insufficient size of the culvert under his approach road which causes it to spread all around the farm buildings, making an impassable morass during the spring run-off.

If you find a larger pipe necessary, I suggest that you add it to the contract work being carried on in that vicinity by a State Force Work Order and requisition to purchase the pipe.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

C
O
P
Y

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

No monthly estimates are being submitted on the following projects for the reason that less than $500 worth of work has been performed:

Butte Creek section of the John Day highway
Forest Boundary-Elgin Section of the
Weston-Elgin Secondary Highway
North Unit Missouri Flat Section, Medical
Springs Secondary Highway.

Very truly yours

Sgd. W. C. Williams
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

RECEIVED
JAN 29 1938
FOR FILING
101-1002

January 28, 1938

Mr. O. C. Yocom
313 Couch Building
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2033 awarded to you on January 7, 1938, for surfacing the North Unit, Missouri Flat Section of the Medical Springs Secondary Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JAN 13 1938
FOR FILING

January 12, 1938

Mr. O. C. Yocom
313 Couch Building
Portland, Oregon

Dear sir:

We are sending you today by express four copies of Contract No. 2033 which was awarded you on January 7, 1938, by the State Highway Commission covering the surfacing of the North Unit, Missouri Flat Section of the Medical Springs Secondary Highway, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 14 of the mimeographed SPECIAL PROVISIONS relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

kr

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAYLETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED
APR 5 1938
FOR FILING

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JANUARY 6, 1938

O. C. YOCOM
2437 NORTHWEST 28th AVENUE
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY, JANUARY SEVEN, CONTRACT COVERING THE SURFACING OF THE NORTH UNIT OF MISSOURI FLAT SECTION OF MEDICAL SPRINGS SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED JANUARY SIXTH. CONTRACT FORMS FOLLOW SHORTLY

H.B. CLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

cc - S. H. Probert

January 8, 1938

Mr. O. C. Yocom,
2407 Northwest 28th Avenue
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you on January 7th the contract covering 3.02 miles gravel surfacing on the North Unit, Missouri Flat Section of Medical Springs Secondary Highway, in Baker County. This award was based on your low bid of $3,750.00 submitted on January 6 for this project.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

CONTRACT* [redacted] 2034

11-1204 Shutler Flat-Condon Rock Prod.

2034

RECEIVED
JUL 19 1938
FOR FILING

11-1204

#2034

July 18, 1938

Standard Oil Company of California,
Walla Walla, Washington.

Gentlemen:

Reference is made to your letter of July 15th concerning the Schmeer, Williams and Gentemann Contract No. 2034, Shattler Flat-Condon Section in Gilliam County.

You are advised that this contract was completed May 19, 1938, and was accepted by the Highway Commission June 30, 1938. Final payment will probably be made within the next few days. The amount of the final payment will be $917.44.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
SOUTH SECOND STREET
P. O. DRAWER 38

WALLA WALLA, WASH.
July 15, 1938

SCHMEER, WILLIAMS & JENTEMANN
Oregon State Contract #2034
Shuttle Flat - Condon Section of
the John Day Highway in Gilliam
County -

State of Oregon,
Highway Department,
Salem, Oregon.

Gentlemen: Att: H. B. Glaisyer, Secretary

It is our understanding that Schmeer, Williams & Jentemann have completed work on the above job. If your records indicate that this work has been completed and accepted we would appreciate your advising us the date of final acceptance.

If the final estimate has not already been forwarded to Schmeer, Williams & Jentemann, we would like to know the approximate date on which this payment will be forwarded to them.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By R. T. Vivian
District Sales Manager

EBG:JVC

10-108

$917.44 -

RECEIVED
JUN 29 1938
FOR FILING

11-1204

#2034

June 27, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2054 for the construction of the Shuttler Flat-Condon Section of the John Day Highway in Gilliam County, has been completed by the contractors, Schmeer, Williams & Gentemann, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,915.31, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 226—SM—10-27

RECEIVED

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

#13 Final Report

For Week Ending May 28, 193 8

Section Shuttler Flat-Condon

Highway John Day

Contractor Schmeer, Williams, and Gentemann

Date of contract Jan 6, 193 8

Date work started March 1, 193

Amount of contract . . . . . $ 8 710.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 9 058.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 525.00, ... %

Kind of work Rock Production

Section prefix 11-1204

Contract number 2034

Date of completion May 31, 193 8

Estimated date of completion Completed, 193

Per cent of time elapsed 98.6 %

Date project was completed May 18, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the county rock Tuesday of this week and has spent the balance of the week dismantling the crusher and moving out.

The stockpiles have all been measured. The Final Estimate on this job should be in by the 10th of June.

Signed C. E. Havens

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20.0		
Miles partially completed			0		
Miles completed			20.0		
Total estimated quantities			6 000		
Estimated quantities moved or placed to date			6 000		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			Contractor finishing county rock and moving out.
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-4 2M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
IN REPLY REFER TO FILE NO.
STATE HIGHWAY COMMISSION

April 15th
1938

NOTED
State Highway Engineer

Messrs. Schmeer, Williams & Gentemann
Contractors
Bendon, Oregon

Attention: Mr. H. E. Schmeer

Gentlemen:

I have your letter of April 15th.

The situation is simply that if you do not start work until June first or later you will probably not get rock out for this summer's work, which was anticipated when this contract was let.

We are now crushing rock in a much worse situation that this in this same vicinity and having little trouble in getting good, clean, acceptable stone.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. N. Bishop
Mr. J. E. Peck

RECEIVED
MAR 21 1938
FOR FILING
11-1204

February 25, 1938

Schmeer, Williams & Gantenbein
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

I am handing to you herewith an executed copy of the agreement between you and the State Highway Commission relative to the changing of a quarry site to be used in connection with your contract for furnishing crushed rock for the Shuttler Flat-Condon Section of the John Day Highway, in Gilliam County. This is for your records and files.

I am also furnishing a copy of this agreement to the Aetna Casualty & Surety Company, surety on the bond furnished by you in connection with this job.

Very truly yours,

HBG:AM

Secretary

incl.

February 25, 1938

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith an executed copy of the agreement between Schmeer, Williams & Gentemann and the State Highway Commission relative to the changing of a quarry site to be used in connection with Schmeer, Williams & Gentemann's Contract for furnishing crushed rock for the Shuttler Flat-Condon Section of the John Day Highway, in Gilliam County. This is for your records and files.

Very truly yours,

HBG:AM
Incl.

Secretary

February 25, 1938

Mr. W. C. Williams
Division Engineer, Highway Dept.
La Grande, Oregon

Dear Sir:

I am handing you herewith an executed copy of the Agreement between Schmeer, Williams & Gentemann and the State Highway Commission relative to the changing of a quarry site to be used in connection with Schmeer, Williams & Gentemann's contract for furnishing crushed rock for the Shuttler Flat-Condon Section of the John Day Highway, in Gilliam County. This is for your records and files.

Very truly yours,

HBG:AM

Secretary

February 25, 1938

Mr. H. G. Smith
Construction Engineer
O F F I C E

Dear Sir:

I am handing you herewith an executed copy of the agreement between Schmeer, Williams & Gentemann and the State Highway Commission relative to the changing of a quarry site to be used in connection with Schmeer, Williams & Gentemann's contract for furnishing crushed rock for the Shuttler Flat-Condon Section of the John Day Highway, in Gilliam County This is for your records and files.

Very truly yours,

HBG:AM
incl.

Secretary

January 28, 1938

Schneer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

I am handing you herewith five copies of a form of agreement between you and the State Highway Commission relative to the changing of a quarry site to be used in connection with the contract recently awarded you, known as the Shuttler Flat-Condon Section on the John Day Highway, in Gilliam County, State Highway Contract No. 2034.

These agreements should be signed by all members of your partnership and by the surety on the bond. When this has been done, return all five copies to me for further disposal. When execution is complete, I will see that you are furnished with a copy and will also furnish one to the surety.

Very truly yours,

Secretary

HBG:AM

incl.

A

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
FEB 14 1938
OREGON
STATE HIGHWAY COMMISSION

February 12th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Shuttler Flat-Condon Rock Production
Project on the John Day Highway in
Gilliam County, Oregon - Contract #2034

We enclose herewith Agreement and Consent of Surety relative to the change in quarry on the above contract.

We are submitting 5 copies and request that one or more copies be returned to our office for our files.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

BY Fred C Reed
Resident Assistant Secretary.

FCR:MG
Encls.

RECEIVED
FEB 10 1938
FOR FILING

February 9, 1938

Schmeer, Williams & Gentemann
3233 N. E. 12th St.
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2034 awarded to you on January 6, 1938, for furnishing crushed rock in stock piles on the Shuttler Flat-Condon Section of the John Day Highway in Gilliam County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

FORM S M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 15 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 31, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In regard to the proposed change of quarries on the Shuttler Flat-Condon project, please be advised that the tentative agreement as suggested in Mr. Probert's letter to Mr. Devers under date of January 26 covers necessary facts and in my opinion the execution of such an agreement will be satisfactory to the contractor and at the same time adequately protect the interests of the State Highway Commission.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:LA

cc R. H. Baldock
S. H. Probert
J. M. Devers

January 27, 1938

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

We are sending herewith a copy of a letter addressed to Mr. Devers concerning a change in quarries, which has been authorized by Mr. Baldock in connection with the Shuttler Flat-Condon Rock Production Project.

In order to avoid difficulties which we have encountered under similar circumstances in other divisions, we wish to suggest that the resident engineer be instructed to stock pile the materials at the same locations and in the same quantities at each site as are called for by the specifications. We have found that when the pay haul is measured from a quarry other than the quarry used by the contractor, any changes in stock pile locations or quantities results either in a loss to the State, or a loss to the contractor.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. C. Smith

Encl.

11-12-14

January 26, 1938

Mr. J. M. Devers
Attorney
O f f i c e

Dear Sir:

To provide for a change in the quarry to be used in connection with the Shuttler Flat-Condon Rock Production Project, it will be necessary to prepare a supplemental agreement.

Essential information pertaining to the present contract is as follows:

1. Contract No. 2034
2. Date of award - January 6, 1938
3. Contractor - Schaeer, Williams & Gantenbein
4. Contractor's address - 3233 N. E. 12th Ave., Portland
5. Section - Shuttler Flat-Condon Section
6. Highway - John Day Highway
7. County - Gilliam

The contractor has requested that he be permitted to furnish the rock from a quarry site located adjacent to the highway at mile point 23.04 instead of from the quarry site at mile point 19.4, as is provided in the main contract.

The quarry site proposed to be used has been examined by Department Engineers, and the rock available therefrom has been found to be of as good quality as the rock available from the site specified in the main contract.

The provisions to be included in the contract should include the following:

1. The contractor shall, at his own expense, acquire the right to take rock from the quarry site adjacent to the highway at mile point 23.04.

2. The contractor relieves the Highway Commission of the obligation, specified in the main contract, to furnish for the contractor's use the quarry site at mile point 19.4.

3. The State will permit the contractor to furnish rock from the quarry site at mile point 23.04 with the understanding that the rock to be furnished from that source is the hardest, most durable and otherwise most suitable rock obtainable from that source.

4. The contractor agrees to deliver the rock to such locations as the engineer may direct with the understanding that the locations of the stock pile sites and the quantities of rock to be delivered at each site are to be approximately the same as specified in the main contract.

5. The contractor agrees that, for the hauling of the rock from the quarry site to the places at which it is delivered and stock piled, he will accept as full payment the amount which he would have been entitled to receive under the main contract had the rock been furnished and hauled from the quarry site at mile point 19.4.

6. The contractor agrees to deliver all or any part of the screen rejection materials produced by him to the stock pile site at mile point 21.74 at the price of twenty-five cents ($0.25) per cubic yard, without any additional payment for any part of the hauling required in such delivery, or, in lieu thereof, to deliver said screen rejection materials (at the same price) to a suitable and satisfactory stock piling site nearer to the quarry at mile point 23.04, which stock piling site he acquires at his own expense and deeds to the State free of cost.

7. Except as otherwise above indicated, all provisions and requirements to remain in full force and effect.

The contractor is anxious to have this agreement sent to him as soon as possible, but we made no promise in that respect.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc R. H. Baldock
H. G. Smith
W. C. Williams

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

January 27, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
O f f i c e .

Dear Sir:

In accordance with your request of the twenty-sixth instant we hand you herewith five copies of agreement between the State Highway Commission and Schmeer, Williams & Gentemann relative to substitution of quarry site on the Shuttler Flat-Condon Rock Production Project on the John Day Highway in Gilliam County.

If the same meets with your approval and understanding of the situation, it is suggested that it be forwarded to Mr. Baldock for his approval and signature before being set out.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:PW
Inc.

FORM S-A-1 10M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 22nd, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the request of Schmeer, Williams and Gentemann to substitute their own quarry for the one specified on the Shuttler Flat-Condon Section.

1. A definite quarry was specified in the contract, and it would seem inadvisable to change. The other contractors bid on this definite quarry, and if a change is made, it creates dissatisfaction with them and causes us to be criticised for accepting inferior or more easily produced rock.

2. In addition, it would be necessary for the contractors to deed us the stockpile site upon which the rejection is placed and furnish us with all the rejected material.

3. Also, the legal department would want a very definite agreement prepared providing for the substitution of the quarry, their agreement to make the necessary haul without expense etc.

It would seem that this was entailing considerable bother for a $9,000 contract and would hardly justify the contractors in going to so much bother merely to save a slight amount of haul.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGSmAR

cc to: R. H. Baldock ✓

January 19, 1938

Mr. H. C. Smith
O f f i c e

Dear Sir:

Reference is made to Mr. Williams' letter of January 17 regarding the quarry to be used by Schmeer, Williams and Gentemann in connection with their contract for furnishing maintenance materials on the Shuttler Flat-Condon Section. We must have title to the ground on which the screen rejections will rest.

Very truly yours,

State Highway Engineer

RHB:HI

8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
January 17, 1938

IN REPLY PLEASE REFER TO FILE NO.
RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

DearSir:

Schmeer, Williams and Genteman were awarded a contract on the Shuttler Flat-Condon maintenance materials project and are requesting permission to use a quarry other than the one designated in the contract. The quarry they wish to use is satisfactory as far as the material is concerned, sample having been sent to the laboratory and satisfactoriness of the material confirmed.

Their reason for wishing to use a different quarry is that they wish to crush some road rock for Gilliam County and their quarry would be closer to the point where the county rock would be used, thus saving them considerable haul. On the State's contract they would agree to all haul being computed as from the designated quarry.

The cost of the material to the State would neither be increased nor decreased and I would see no objections providing the legality of the contract would not be in danger. Please advise if you would approve their using a quarry that they would purchase themselves, if materials were satisfactory, all screen rejections to become the property of the State and haul to be computed from the designated quarry location.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H.Baldock

January 12, 1938

SCHEER, WILLIAMS & GENTEMANN
5255 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No 2054 which was awarded you on January 6, 1938, by the State Highway Commission covering the furnishing of crushed rock in stock piles on the Shattler Flat-Condon Section of the John Day Highway, in Gillian County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to your surety on the bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therete.

Your attention is also called to the mimeographed page immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
JAN 10 1938
FOR FILING

11-1204

January 7, 1938

Schaser, Williams & Gentemann
3233 N. E. 12th
Portland, Oregon

Gentlemen:

The State Highway Commission on January 6, 1938, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles for the Shuttler Flat-Condon Section of the John Day Highway, in Gilliam County. This award was based on your low bid of $8,710 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

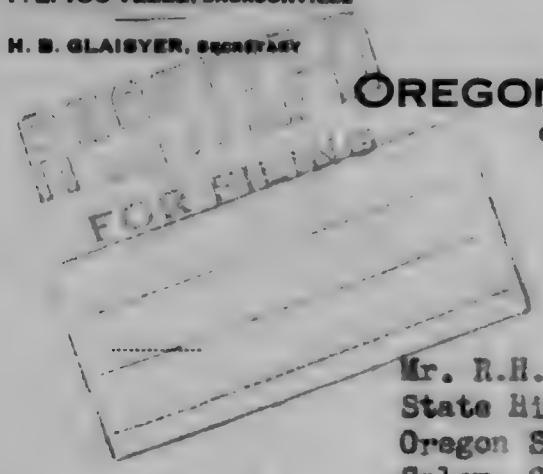
cc - Mr. Probert
W. C. Williams

FORM S-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM



OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 26, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of October 22 having reference to our inability to secure rock quarry for use on the Shuttler Flat-Condon maintenance materials project :

There is another quarry 5.7 miles distant from the one designated which can be used. This quarry, I believe, can be purchased for a nominal amount, but increased haul will approximate $300.

If we are going to have so much difficulty in securing a quarry which we understood belonged to the World War Veterand Aid Commission, but find it has been sold under contract to Lester Wilkins, we had best drop the matter if it is necessary to condemn and use the other quarry.

I till make an inspection this week and advise you more definitely as to my recommendations.

Very truly yours

NOTED
Asst. Division Engineer

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. H. Baldock

CONTRACT* [redacted] 2035

FA 262-A Ross Station-Avard Sec., Pacific Hwy. 1938

#2035

RECEIVED
JUN 28 1939
FOR FILING

212-R

June 27, 1939

Mr. David B. Evans
Attorney at Law
Miner Building
Eugene, Oregon

Dear Sir:

Reply is made to your letter of June 26 regarding the Harold Blake contract No. 2035 with the State Highway Commission.

This contract is for construction of Portland cement concrete pavement on the Ross Station-Arvard Section of the Pacific Highway, in Lane County. It was awarded to Mr. Harold Blake, an individual. He is now deceased.

Mr. Blake was not compelled in connection with this contract to furnish public liability insurance although I cannot conceive that he would operate without such insurance coverage.

The bond furnished by Mr. Blake in connection with this job was written by the Glen Falls Indemnity Company for whom Jewett, Barton, Leavy & Kern were local agents with offices in the Lewis Building, Portland.

For your further information wish to advise that Mr. Blake's contract was completed on August 13, 1939, and was accepted by the State Highway Commission on August 30, 1938. I believe the above will give you the information you desire.

Very truly yours,

EBG:AM

Secretary

DAVID B. EVANS
Attorney at Law
Miner Building, Eugene, Oregon

RECEIVED
JUN 27 1930
OREGON
STATE HIGHWAY COMMISSION

1 0 3 9

Oregon State Highway Commission,
Salem,
Oregon

Gentlemen:

I understand that during June, 1930, the Highway Commission awarded a paving contract No. [illegible] to Carol Blake. I also understand that Mr. Blake is now deceased. I am wondering if you could advise me as to whether or not Blake was operating as an individual or under an assumed name or a corporation. I would also like to know whether or not in connection with this contract Blake was compelled to furnish public liability insurance and if he did, the identity of the insurance carrier, if you are at liberty to give me this information.

Thanking you very kindly for this information, I am

Sincerely yours,

DBE:BR

Jim
see what you can find on this.

ANSWERED
H. B. GLAISYER

. . H. G.

Contract No. 2035 - Ross Station-Arvard Section of the Pacific Highway in Lane County, 2.0 miles concrete paving, was awarded to Harold Blake, (deceased) an individual, on Jan, 6, 1938.

The contract was completed Aug, 13, 1938, and was accepted Aug, 30, 1938 .

Bond furnished was written by Glend Falls Indemnity Company for whom Jewett, Barton, Leavy & Kern, Lewis Bldg., Portland, are resident agents. We have no record of any public Liability insurance carried in connection with this contract. However, on page 10 of our standard specifications it is stated that the contractor shall be responsible for damage or injury, etc. Blake no doubt carried some sort of insurance.

J. McFarland.

[illegible] by the State with said contractors, for work done under said contract on or after April 22, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $47,551.57, including the final payment. Of this amount $205.44 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2035

RECEIVED
APR 13 1939
FOR FILING
F-1262-C

April 12, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2035, for the construction of the Ross Station-Arvard Section of the Pacific Highway in Lane County, has been completed by the contractors, Estate of Harold Blake, and that final settlement will be made by the State with said contractors, for work done under said contract on or after April 22, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $47,551.87, including the final payment. Of this amount $203.44 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 7M 11-38

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

RECEIVED
MAR 29 1939
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

3A 262.A

March 28, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

As per your recent request, I have signed Price Agreement covering cement adjustment on Harold Blake's Contract No. 2035 and am returning it herewith.

Very truly yours,

K. D. LYTLE
DivisionEngineer

KDL:G

encs

cc: Baldock ✓

#2035

RECEIVED
MAR 24 1939
FOR FILING
262-2

March 24, 1939

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: Mr. B. L. Butzback.

Gentlemen:

This is to acknowledge receipt of your letter of March 21st concerning the Harold Blake Contract No. 2035, Ross Station-Arvard Section in Lane County, which was accepted by the Highway Commission August 30, 1938.

You are advised that final payment has not yet been made on this contract. The total amount paid to date is $46,001.76, and the retained percentage is $1,425.52.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

2035
fone

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

RECEIVED
MAR 23 1939
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO, CALIFORNIA

March 21, 1939.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Portland, Oregon.

Re: BOND NO. 144438-HAROLD BLAKE
CONTRACT NO.2035-LANE COUNTY,
ROSS STATION- ARVARD SECTION
PACIFIC HIGHWAY-F.A.P. NO. 262-A
PORTLAND CEMENT CONTRACT -

Dear Sir:

You advised our office on November 7th, 1938 that this contract was completed and accepted August ~~20~~30th, 1938 and the final payment had not been made.

In order to complete our file we would appreciate your advice as to the final contract price for the above captioned contract.

Your kind co-operation in this matter will be greatly appreciated.

Yours very truly,

B. L. Butzbach

PACIFIC COAST BONDING DEPARTMENT

S f.

Ck. rec'd - $46,091.76
Retained $1,425.52

BB EW

REFERRED
BY SECRETARY

FORM S-A-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

F.A. 262-A

March 18th, 1939

NOTED
State Highway Engineer

Harold Blake Estate
400 North Thompson Street
Portland, Oregon

Attention: Mr. Penepacker.

Dear Sir:

In answer to your letter concerning the cement adjustment on Contract No. 2035, Ross Station-Avard Section, I beg to advise that I agreed to base Mr. Blake's adjustment on the amount used in the replacement panels and not on the amount used in the original panels, and I forwarded him a revised price agreement to cover. He returned this revised price agreement and informed me that he had discussed the matter with Mr. Baldock shortly before he left for Chile and that Mr. Baldock was willing to allow him credit for the cement used in both operations.

I was quite confident Mr. Baldock had left definite instructions to the contrary so I was compelled to hold the matter in abeyance until Mr. Baldock's return. I have again discussed the matter with him today, and he feels that it will be impossible to make any allowance for the cement used in the defective panels; therefore, I am returning you the revised price agreement for signature so that the contract may be final.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

F.H. Baldock

March 4th, 1939

FINAL COST ANALYSIS
Ross Station-Avard Section
Pacific Highway in Lane County
Contract 2035 Prefix 20-1025

NOTED
State Highway Engineer

Harold Blake, Contractor E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Earth Cover on Slopes	$1,072.80	1,490 cu. yd.	0.720	0.75	$1,117.50
Hauling Earth Cover	256.69	1,351 yd. mi.	0.190	0.12	162.12
Gravel Base	560.63	1,625 cu. yd.	0.345	0.30	487.50
Hauling Gravel Base	174.15	1,161.yd. mi.	0.150	0.12	139.32
Shaping & Compacting Base	356.72	1.96 Mi.	182.00	150.00	294.00
3/4"-0 Mat'l in Shldrs. & Surfacing	3,403.85	2,093 cu. yd.	1.63	1.25	2,616.25
3/4"-0 Mat'l in Cushion Course	550.53	365 cu. yd.	1.51	1.25	456.25
1/4"-0 " " " "	305.94	174 " "	1.76	1.25	217.50
Filler	229.23	849 cu. yd.	0.270	0.25	212.25
Hauling Filler	189.55	743.5 yd. mi.	0.255	0.25	185.88
Sprinkling	500.66	296.25 M-Gal.	1.69	1.25	370.31
Portland Cement Concrete Pavement	40,998.73	25,407.92 sq. yd.	1.614	1.52	38,620.04
Expansion Joints	374.31	2,618 lin. ft.	0.143	0.13	340.34
Contraction Joints	367.49	12,672 " "	0.029	0.02	253.44
Dowels	1,525.58	12,856	0.119	0.12	1,542.72
Tie Bars & Reinforcement	792.50	18,868.98 lb.	0.042	0.05	943.45
Force Account	213.61				203.44
PA #1 Cement Adjustment		- 289.936 bbl.		2.104	- 610.03
Signs					- 35.00
Excessive Engineering					- 85.32
Replacing Defective Pavement	1,600.00				
	$53,472.97				$47,431.96

Total Cost	$53,472.97
Gross Revenue	47,431.96
Net Loss	$6,041.01

Net Loss Equals 12.74% of the Gross Revenue

Contract 2035

Detail of Cost

Labor:

Supervision		$815.96	
Labor		12,033.05	
State Industrial Accident	6½% of P/R	835.19	
Unemployment Compensation	3% of P/R	385.47	
Old Age Benefit	1% of P/R	128.49	
			$14,198.16

Materials:

Concrete Sand	1,058	cu. yd. at	$1.25	$1,322.50
Cement	7,614-3/4	bbl. "	1.98	15,106.08
Expansion Joints	2,618	lin. ft."	0.116	303.69
Contraction Joints	12,672	" " "	0.0148	187.55
Dowels	12,856	"	0.10	1,285.60
Dowel Sleeves	2,144	"	0.02	42.88
Tie Bars & Metal Reinforcement	18,868.98	lb. "	0.0306	577.39
				18,825.69

Miscellaneous:

Equipment Rental (Including repairs)	$8,558.00	
Gas, Oil and Grease	3,115.50	
Move In & Erect Camp	3,000.00	
Form Lumber	786.66	
Sawdust	175.00	
Small Tools & Miscellaneous	719.32	
Home Office and Overhead Expense	2,019.47	
Bond	475.17	
Replacing Defective Pavement	1,600.00	
		20,449.12

Total Cost $53,472.97

Contract 2035

Screening & Crushing Cost

Item	Cost	Quantity	Unit Cost
Plant Erection	$1,126.54	8,232 cu. yd.	$0.137
Load Plant	2,512.94	" " "	0.305
Plant Operation	4,578.32	" " "	0.556
Cost in Bunker	$8,217.80	8,232 cu. yd.	$0.998
Concrete Agg. Plant to Stockpile	252.00		
" " Stockpile to Batcher	509.04		
" " Plant to Batcher	260.32		
Total Plant to Batcher	1,021.36	5,600 cu. yd.	0.182
Conc. Agg. in Batcher			$1.180
Shoulder & Cushion Material:			
Plant to Stockpile	236.88	2,632 cu. yd.	0.09
Shoulder & Cushion Mat'l in S.P.			$1.088

The contractor started erecting a sand and gravel screening plant at the pit site at Station 492 on May 5th, 1938 and completed construction on May 28th. Equipment consisted of a 16" x 20" sand roll crusher, a 10-ft. rotary screen, sand classifier, 300 feet of 15" conveyor belt, and powered by a 120 h.p. Buda diesel engine. Water for washing gravel was lifted from the pit by a 60 h.p. Waukeshaw engine and Sterling pump. For a week a 1-yard dragline shovel was used to load gravel through a feeder hopper and 155 ft. conveyor trestle to the plant. By this time it was apparent that the shovel was not able to excavate gravel to any depth from the pit, and it was decided to change the loading system. A 140 h.p. Buda diesel engine and drums was installed. A 3-yard Crescent bucket was hauled by 570 feet of 1-1/8" line with a speed of 187 feet per minute; the 1" haul back line had a speed of 300 feet per minute. The loading cycle required 5 minutes and delivered about 30 yards of material per hour. There was a shortage of fine material in the pit, and it later became necessary to purchase 1,058 cubic yards of sand from the Eugene Sand & Gravel Co. to make up the deficiency of this material. Two grades of gravel, 3" to 3/4" and 3/4" to 1/4" were screened and hauled by truck to stockpiles for concrete aggregate. All material over 3" was stockpiled for later use as a source for crushed surfacing and shoulder material. The screening plant worked 284 hours to produce 365 cubic yards of 3/4" - 0 material, 174 cu. yds. of 1/4" - 0 cushion material, 3,620 cubic yards of concrete aggregate and 1,980 cubic yards of concrete sand at an average rate of 21½ cu. yd. per hour. Upon completion of the screening, a 3-ft. Symon cone crusher was installed and operated 90 hours to produce 2,093 cu. yds. of 3/4" - 0 material for surfacing and shoulders, at a rate of 23½ cu. yd. per hour.

Contract 2035

Paving Costs

	Cost	Quantity	Unit Cost
Fine Grade	$1,796.34	25,407.92 sq. yd.	$0.071
Water & Water Pipe	749.53	" " "	0.030
Forms	3,074.36	" " "	0.121
Mix, Lay & Finish	4,216.54	" " "	0.166
Curing	1,271.16	" " "	0.050
Cleanup & Tar	266.50	" " "	0.011
Cement to Batcher	490.50	" " "	0.019
Cement (1.20 sacks per sq. yd.)	15,106.08	" " "	0.595
Concrete Aggregate (.255 cu. yd. per sq. yd.)	7,924.90	" " "	0.312
Batcher Operation	732.70	" " "	0.029
Batch to Mixer	705.12	" " "	0.028
Supervision, Bond, Overhead	4,664.89	" " "	0.184
	$40,998.73		$1.614

Trenching, fine grade and form setting was started May 30th. Forms were set and fine grade and cushion course prepared for 4,000 feet ahead of the mixer when paving started on June 29th. Bulk cement was delivered in railroad cars at Oregon Electric siding at Enid adjacent to Station 387. Three men operating a scoop driven by a Ford motor and drum loaded cement into two trucks each carrying about 30 bbl. of cement which hauled 2 miles to the batcher located at the pit site. A 1-yard clamshell shovel loaded concrete aggregate from stockpiles into 3½-ton trucks which dumped into the adjacent batcher. Batched material was weighed into trucks carrying 2 batches an average of ½-mile to the mixer. A 27 E Koehring 7-sack mixer poured 25,408 square yards of 9"-7"-9" concrete in 101½ operating hours at an average rate of 250 square yards per hour. Expressed in linear measurement 2 miles were paved in 101½ operating hours, an average of 1,660 feet per 8-hour day (11-ft. strip). Concrete was finished by a Lakewood finishing machine on which a vibrator was mounted. Curing was effected by means of burlap cover and sawdust. The paving crew consisted of a skipman, mixer man, 2 carpenters, 4 men on dowels, joints and steel, 4 spreaders, finishing machine operator, porcupine roller man, 4 bullfloaters, 4 finishers and 2 laborers.

Contract 2035

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 25,650 square yards of Portland Cement Concrete pavement; 16,000 square yards of rock shoulders and other incidental work. The contract was bid and awarded January 6th, 1938; work was started May 5th, and completed August 13th, 1938. Specified completion date was July 31st, 1938.

The plant for crushing rock and screening concrete aggregates was erected in $3\frac{1}{2}$ weeks. During this time a small shop and office were constructed and the portable batching bunker set up and loading ramp built. Gravel base and filler were loaded by a 1 cu. yd. shovel and hauled to place in $1\frac{1}{2}$ ton trucks. Blades and rollers were used to shape and compact base. The screened material for the two cushion courses were stockpiled near the plant and were loaded by the 1-yard clamshell shovel into trucks which hauled an average of $\frac{1}{2}$-mile to the prepared trench where the material was dumped, leveled with a templet, watered and rolled. Sprinkling was done by a 500-gal. tank truck.

The pit chosen as a material source proved much less satisfactory for economical operation than was anticipated, and changes in procedure for excavating had to be made after the plant was constructed, and the new loading method did not fit the plant set-up to good advantage. Paving operations were carried on in an efficient manner. The job was proficiently superintended. After all work was completed, it was found that some pavement was defective due to improper mix, and the contractor was compelled to replace 611 square yards of pavement at a cost of $1,600.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

WPGH-262-A

March 1, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose the original of the final voucher for Oregon Federal Aid Grade Crossing Project FAGS 5, the Bunker Hill Overcrossing, which indicates it covers the period from July 28, 1937, to April 19, 1938. Since railroad work is billed for months after the final date, it is suggested that the voucher period be extended to include all of September, 1938.

Our field auditor has advised that the materials released from temporary use in shoofly were credited at 9[illegible]% and 75% where applicable, except the items listed below:

	Charges	Credits
168 S.H. untreated fir crossties 7x8	$54.89	
580# New track bolts 7/8 x 4 3/8	21.81	$10.15
111# S.H. track bolts 7/8 x 4 3/8	1.94	.72
435 S.H. lock washers	14.31	8.70
3671# Track spikes 6-21/32"	101.32	55.07

We believe it will be necessary to allow credit for the above items on the same basis as the others, which will require a reduction in payment of $97.54.

With respect to the claim for construction engineering, we refer you to our letter of March 30, 1938, in connection with Oregon U.S. Works Program Grade Crossing Project WPGH 862-A. It will be necessary to reduce the claim for engineering to 10% of the construction costs, and a reduction in payment will result unless part of the railroad's claim for engineering is shown to actually represent supervision.

Will you please advise us promptly whether or not you concur in the proposed reductions?

Very truly yours,

W. H. LYNCH,
District Engineer

Enclosure

RECEIVED
FEB 25 1939
FILES
R-2-A

February 24, 1939

CALKINS & CALKINS
Attorneys at Law
Tiffany Building
Eugene, Oregon

Gentlemen:

Reference is made to your letter of February 21, concerning the contract of the late Harold Blake in the vicinity of Enid Station, near Eugene. You no doubt refer to Contract No. 2035, which is known as the Enid Station-Orvard Section of the Pacific Highway, in Lane County. This contract consisted of 2 miles of concrete paving. It was awarded on June 6, 1938, to Harold Blake and was completed August 13, 1938. It was accepted by the Highway Commission on August 30, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:HBL

...E. CALKINS
WINSOR CALKINS

TELEPHONE 625

CALKINS AND CALKINS
ATTORNEYS AT LAW
210 TIFFANY BUILDING
EUGENE, OREGON

RECEIVED
FEB 22 1939
STATE HIGHWAY COMMISSION

February 21, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

Harold Blake of Blake Construction Company in July of 1938 was engaged in a state contract at Enid Station near Eugene. We would very much like to know the exact name of the contractor or contracting firm. We would also like to know the nature of the contract, when it commenced and when it was finished.

Very truly yours

CALKINS & CALKINS

By

SWC:mt

REFERRED TO
SECRETARY

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, [illegible]
H. S. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 26th, 1938

IN REPLY PLEASE REFER TO FILE NO.

26-A

Mr. E. R. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NO

Dear Sir:

In regard to the replacement of pavement on F.A.P. 262-A, this replacement was between Stations 450+12.6 and 455+07.6 on the east one-half of the pavement.

The batching scales were faulty (although they were the common type of such equipment in that they were the beam type), and consequently there was no way of determining whether the cement hopper absolutely emptied or not. Apparently there was a slight amount of wet cement in the car which collected in one corner of the hopper and did not discharge. As a result, every batch was short the amount of cement which had caked in the hopper. After this was discovered the inspectors actually looked into the batching hopper every twenty minutes throughout the balance of the job.

The evidence to substantiate this theory was obtained from one of the truck drivers on the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 25 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 22nd, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time from August 13 to October 17, for Harold Blake on his Contract No. 2035, F.A.P. 262-A, Ross Station-Avard Section of the Pacific Highway in Lane County. This extension should be granted without engineering penalty.

It was necessary for the contractor to replace 605 square yards of pavement which was found to be deficient in strength due to faulty batching arrangements. Inasmuch as the contractor was put to a considerable expense, it is recommended the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 262-A, Arvard-Eugene section, was made by a representative of this office on October 26, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

10M 8-38

COMMISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 3rd, 1938

IN REPLY PLEASE REFER TO FILE No.

262-A

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to Blake's paving job on the Ross Station-Avard Section of the Pacific Highway, I beg to advise that we will consider the pavement which was rejected and destroyed as eliminated from the records, and the second pavement the one which should go into the records.

The total amount of cement which Blake used on his second pavement will be the amount upon which the adjustment will be made, and Blake will, therefore, automatically receive payment for the additional cement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
NOV 1 1938
FOR FILING

October 31, 1938

Mr. K. D. Lytle
Division Engineer
Highway Department
Roseburg, Oregon

Dear Sir:

Reference is made to the Harold Blake Contract, No. 2035, Ross Station-Arvard Section, in Lane County.

The original completion date of this contract was July 31 and it was extended to August 13 with penalty. We understand, however, that all of the work was not completed until October 15. Will you, therefore, take the matter up with Mr. Blake and request that he submit his application, together with consent of his surety, for an extension of time to this latter date. Will you also please furnish us with your recommendation.

Very truly yours,

JMcF:AM

Secretary

#2035

RECEIVED
OCT 29 1938
FOR FILING
262-a

October 29, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on contract No. 2055, Ross Station-Arvard Section of the Pacific Highway in Lane County. This payment will be made on or after November 8th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 28 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Oct. 27, 1938

R. H. Baldock
State Highway Engin er
Salem, Ore.

Attention: E. H. Probert

Dear Sir:

In answer to Mr. Milner's letter of October 24th, please be advised that the contractor has satisfactorily completed the pavement and cleaned up the project, contract #2035.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

R S:G

cc: Baldock
H. . Smith

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
OCT 27 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 262-A, Junction City-Eugene Sec.
~~Ore. 262-B~~, Siuslaw Jct.-Awbrey Sec.

October 26, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Apr 30186

Section A,
Oregon Federal Aid Project No. 262.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 17, 1936, by the Oregon State Highway Commission, and on January 18, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Federal Aid Project No. 262; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for extending the project northerly from survey station 540+00 to survey station 336+40, thereby increasing its length from 1.435 miles to 5.247 miles, and to provide for constructing a Portland cement concrete pavement over the extended portion; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $38,694.00 to $141,205.00, and that the Federal funds approved and set aside to the credit of said Section A be increased from $23,600.00 to $86,140.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eighty-six thousand, one hundred forty and no/100 dollars ($86,140.00) as the share of the United States payable under said act on account of said Section A, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 336+40, on the north line of Sec. 5, T. 17 S., R. 4 W., the south end of Section C of said project, and survey station 616+00 in the NE 1/4 of Sec. 26, T. 17 S., R. 4 W., at the north end of Project No. WPGH 262-A, (excepting therefrom the bridges at survey stations 404+97 to 405+60; 468+88 to 469+30; 498+45 to 499+08; 524+72 to 525+33; and 613+50 to 613+71), length 5.247 miles, in Lane County, being Section A of Oregon Federal Aid Project No. 262, consisting of 5.247 miles of roadway and no bridges of more than 20 feet clear span."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section A shall not in any event exceed the sum of eighty-six thousand, one hundred forty and no/100 dollars ($86,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-one thousand, two hundred five and no/100 dollars ($141,205.00), the approved total estimated cost of said Section A."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 23rd day of August, 1938, and the Secretary of Agriculture on the [illegible] day of SEP 20 '38, 1938.

OREGON STATE HIGHWAY COMMISSION,

By _____
Chairman, State Highway Commission

By E B Cochrane
Member, State Highway Commission

By F L Fouville
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H R Tolley
Acting Chief, Bureau of Public Roads.

Section A,
Oregon Federal Aid Project No. 262.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 262-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 141,205.00 in lieu of the $23,600.00 approved by Cert. of Jan. 18, 1937 as the total estimated cost of said project, and the sum of $ 86,140.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of SEP 20 '38 one thousand nine hundred and .....

SECRETARY OF AGRICULTURE,

By .....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 25 1938
STATE HIGHWAY COMMISSION
OF OREGON

IN REPLY PLEASE REFER TO FILE NO.

Oct. 25, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are in receipt of a bill from the City of Portland, Department of Public Works, in the amount of $182.00 covering core tests on the Junction City-Eugene Section. The bill shows that 104 cores were taken at $1.75 each.

Please advise if this is correct so that we may approve their bill and submit for payment.

Very truly yours,

K. F. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

H:RS:G

cc: Baldock

Form 336—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 22, 193 8

Section Ross Station-Arvard — *Kind of work* Paving

Highway Pacific — *Section prefix* 20-1025

Contractor Harold Blake — *Contract number* 2055

Date of contract Jan. 6, 193 8 — *Date of completion* July 31, 193 8

Date work started May 5, 193 8 — *Estimated date of completion* , 193

Amount of contract . . . . . $48,306.81 — *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering $48,306.81

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $5,745.96, 7 % — *Date project was completed* Oct. 17, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-ENGINEERING-

1 Street Inspector, 1 day, watching clean up.

-PROGRESS BY CONTRACTOR-

Bladed shoulders and future construction lane. Cleaning up.

Work completed Monday 17th, but project will not be opened until the first of next week.

NOTED
H. D. SMITH

NOTED
VAN SCOY

Signed F. E. Umphlett

F. E. Umphlett, Res. Engr.

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

AN 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 13 1938
FOR FILING
21-K

OREGON STATE HIGHWAY COMMISSION

SALEM

October 8th, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sirs

In regard to defective slabs on the Ross Station-Avard Section, Harold Blake Contractor.

It has been decided to remove all the panels which do not show a strength of 3,000 lbs. per sq. inch as determined by the core, and therefore that portion of the pavement on the East side of the center line from Station 450+28 to 454+93 should be removed.

For further information I am enclosing a table showing the strength of each core taken.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock
E. E. Umphlette

Harold Blake,
Contractor,
Portland, Ore.

FORM 5-A-1 10M 9-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. GLAISTER, SECRETARY

R. H. BALDOCK

RECEIVED
OCT 13 1938
FOR FILING

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 8, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Mr. Umphlette advises that he has discovered the reason for the lack of cement in the Blake job. The deficiency is due to some damp cement which was put in the cement hopper. The damp cement collected on the sides of the weighing hopper and as the scales did not register between 0 and 250, the inspector could not notice this buildup.

When the hopper was taken down, the cement was knocked out and our boys could not see what had happened.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Baldock

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLAISYNG, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1938
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OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 8, 1938

Mr. E. E. Umphlette
Resident Engineer
State Highway Dept.
Eugene, Ore.

Dear Sir:

Confirming my telephone conversation of this date, please be advised that you are to have Mr. Blake take out the pavement as follows:

> Begin at the north end and remove the panel in which the test taken at Station 450+35 is located. From that point remove all south, ending with the panel in which the test hole at Station 454+95 is located.

The stationing of the tests referred to above are taken from the chart and may vary a few feet from the actual station of the holes.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: H. C. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLAISSEN, ASTORIA

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF N. M. FINKBINER, ENGINEER OF MATERIALS

SALEM
October 4, 1938

NOTED
C. B. McCullough

Mr. R. H. Baldock,
State Highway Engineer,
Office

Dear Sir:

There follows (Table 1.) a comparison between 3 cores taken from the strip of questionable concrete pavement laid by Harold Blake on the Ross Station-Arvard section and 3 cores taken from the satisfactory portion. You will notice that there is about a 25% average deficiency in cement in the weaker concrete. The probability is that, due to some unknown temporary condition, a variable amount of cement was held up in the weigh hopper and the full charge not delivered to the batch.

To eliminate the recurrence of any such condition, I suggest that the specifications permit no cement scale to be used on any job in the future which does not come back to zero on a visable dial.

Table 1.

	% Hydrated Cement	Specific Gravity (Apparent)	Specific Gravity (Real)
Poor section	75	2.39	2.61
Good section	100	2.43	2.61

In Table 2 are the results of tests suggested by you. Although only the 7 day results are available at this time, a good indication may be obtained on the effect of lowering the water, or cement, in a normal mix.

Table 2.

	W/C Ratio	Percent Cement	Compressive Strength Lbs. per Sq. In., 7 day
Mix, Normal	0.7 ✓	100	2840
Mix #2	0.54 ✓	100	1645
Mix #3	1.40 ✓	50	715

Not workable.

Very truly yours,

N. M. Finkbiner
Engineer of Materials

NMF:H
c.c. C. B. McCullough

FORM S-A-1, 10M 8-38

RECEIVED
OCT 6 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
September 30,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake,
Contractor,
400 N. Compton St.,
Portland, Ore.

Dear Sir:

Will you arrange to replace panels on the Ross Station-Avard Section next week, October 3-8, so that the entire pavement between Junction City and Eugene may be open as soon as possible. If this be done next week, there will be much less bother than if you wait until after the other pavement is open.

I will send you a list of panels next Monday as soon as the tests are completed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock
K. D. Lytle

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. R. KLAGSTAD, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 8 1938
FOR FILING
26-1-1

OREGON STATE HIGHWAY COMMISSION

Salem, Sept 28, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

The following is to the best of my ability a chronological order of events as occurred on the Harold Blake job, Contract No. 2035; Ross Station-Avard Section of the Pacific Highway:-

8:00 A.M. - I arrived on the job at about this hour and noticed a slight change in the color of the mix, which suggested a possibility of insufficient cement, or a radical change in the proportions of aggregate. I conferred with the inspector at the mixer (A. O. McErwin) and he informed me that he had previously noticed the same thing and that he (McErwin) had ridden down to the plant to investigate the cause of this condition but could find no trouble. Mr. McErwin and I watched the batches as they come out of the hopper from about 8.00 A.M. until about.

9.00 A. M. Several batches changed in color quite severely to the extent that the mix seemed to be nothing more than dampened aggregate. McErwin immediately rejected these batches and the mixer was stopped.

9:30 I made a trip to the plant and could find no trouble with the scales on the cement batches. Considerable pressure was brought to bear by the contractors superintendent Charlie Mathews about stopping the job. It was then decided that the job be permitted to operate.

10:00 A.M. Sacked cement was used in place of the bulk cement.

10:30 A.M. Went to Uhphletts office and called Mr. Finkbiner informing him of the trouble encountered. Also called the State inspector of scales and arranged to have him check the scales used on this job.

11:00 A. M. Went back to plant and had two batches of bulk cement dumped in a batch truck - these were left to be sacked up, (under inspection) and sent out to the job on a truck.

E. B. ALDRICH, CHAIRMAN, BOARD
HENRY F. CARELL, SECRETARY
COMMISSIONERS

11:20 A.M. I found no trouble at the mixer.

11:45 A.M. Finkbiner arrived at about this time. Also the cement which I had ordered be placed in sacks, I could find no error in the volumetric quantity.of sacked cement shoveled from the batch truck.

12:15 P.M. We could determine no errors of any kind in the equipment, etc., and if my memory has not failed me I believe that the contractor started using bulk cement again.

12:30 P.M. No further developments.

Ray Webber,

Jm Baldock

RECEIVED
SEP 28 1938
FOR FILING

RECEIVED
SEP 26 1938
STATE HIGHWAY COMMISSION
IN REPLYING REFER TO FILE NO.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. B. ALDRICH, PENDLETON
C. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 23, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I have been unable to contact Mr. Blake regarding the replacement of the concrete pavement but Unphlette advises that he has made arrangements to do the work in conjunction with Mr. Lindsay.

It is doubtful if he will have the work completed by the time the other section is finished and I am wondering if you would want to open the road before Mr. Blake completes his work. It looks now as though Mr. Lindsay should be through within the next ten days or two weeks.

Would you want to use extra cement on Blake's job in order to hasten the opening? If so, please advise.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE
A. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 22 1938
FOR FILING

Sept. 21, 1938

RECEIVED
SEP 22 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

It is requested that you with-hold final payment on Mr. Blake's Contract No. 2035 - Ross Station-Award Section of the Pacific Highway until such time as he has replaced the defective concrete.

As soon as the repair work has been done, we will notify you.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: H. G. Smith
Baldock

...te Highway Engineer

RECEIVED
SEP 19 1938
FOR FILING
21-2-12

September 17th, 1938

Mr. Harold Blake, Contractor
400 N. Thompson Street
Portland, Oregon

Dear Sir:

Core drill samples have been taken from the Rose Station-Avard Section of the Pacific Highway, station 450+76 to 453+37.5, east lane, and found deficient in strength. This pavement was laid on June 30th, 1938.

During the day's run the inspectors noticed several batches with little or no cement. These batches were rejected and the cement proportioned in sacks during the rest of the day. It is evident from these cores, however, that the deficiency existed prior to its discovery by the inspectors; and therefore, the job cannot be accepted.

Please arrange to replace the slabs. I am attaching a record of the core strength for your information.

Very truly yours,

State Highway Engineer

R

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLENEVER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 29 1938
FOR FILING
21B-C1

RECEIVED
AUG 29 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 27, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Enclosed are six approved copies of Price Agreement #1 contract 2035, covering the cement adjustment on the Ross Station-Avard Section of the Pacific Highway, together with supporting data.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

H. B. Sipprell
Office Engineer

NOTED
State Highway Engineer

RBS:G

encs

cc: Baldock

RECEIVED
AUG 26 1938
FOR FILING
2/2-2

August 24, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Avard-Eugene Section, Project No. FA 262-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
OCT 25 1938
FOR FILING

August 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Smith's letter of August 22nd requesting concurrence in an extension of time on Oregon F.A.P. 508-A, Harold Blair, contractor.

The extension of time from August 1st to August 13th, 1938, inclusive, with the exception of the engineering penalty after the contract date, is satisfactory to this office and will be recommended for approval.

Very truly yours,

W. E. LEWIS
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

REFERRED TO
SECRETARY

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 22nd, 1938

IN REPLY PLEASE REFER TO FILE No.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Ross Station-Avard Section of the Pacific Highway, Contract #2035, F.A.P. 262-A, Harold Blake, contractor. The time limit on this job was set as July 31st, and the contractor finished on August 13th.

I would recommend that this extension of time be granted with engineering penalty after the contract date.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 9 1938
FOR FILING
Fa 26-a-11

August 5, 1938

Mr. Harold Blake,
400 N. Thompson St.,
Portland, Oregon.

Dear Sir:

We have your letter of July 29th which was addressed to Mr. E. E. Umplette, Resident Engineer, requesting an extension of time to August 15th on your contract No. 2055, Rose Station-Arward Section of the Pacific Highway in Lane County.

Before this application can be accepted and acted upon it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Will you please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 ... 3
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 25th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Relative to your letter of July 19th, regarding efficiency, uniformity of results etc. of the vibrator attachment being used on the Junction City-Eugene Section, Federal Aid Project No. 262-A.

When received the vibrator was structurally weak at many points and not adequate to handle such stiff concrete. The manufacturers and agent have shown a great deal of zeal, however, in perfecting the vibrator, and all structural weakness has been gradually eliminated.

There is no noticeable transmission of vibrations either to the concrete or to the forms, and it would appear that there is practically one hundred percent efficiency of vibration into the mass of concrete. It was found that a vibration of less than 6,000 per minite was not effective and on this job a vibration of 6,500 was used.

By the use of this type of vibrator much more uniform results are obtained throughout the batch than by the hand-operated type. It is particularly effective in joining adjacent batches of concrete uniformly. This reduces the local shrinkage of the concrete in the finishing operations so that they may be carried closer up to the screed and permit the brooming operations to be more definitely controlled as to time.

It is probably not as effective immediately adjacent to the ribbons as the hand-operated machines but far more effective in vibrating the entire mass, indicating it is a decided step forward in the laying of concrete pavement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Smith
Construction Engineer

R

cc to: R. H. Baldock

RECEIVED
JUN 10 1938
FOR FILING
262-A

June 9, 1938

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Award-Eugene Section, F. A. Project No. 262-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 262-A

ALBANY-EUGENE SECTION OF THE
JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1930

COMPLETED FEDERAL AID WORK

Total Cost	$ 179,317.00
WPHH Funds Paid	$ 98,447.00
WPCH Funds Paid	$ 74,913.00
Length	5.860 miles

Concrete Pavement (STA. A34+68 to 540+00) (Contract No. 1095)

600	cu. yds.	Earth Cover on Slopes	$ 0.75	$ 450.00
600	yd. mi.	Hauling Earth Cover Material	0.12	72.00
1,650	cu. yds.	Gravel Base	0.30	495.00
1,200	yd. mi.	Hauling Gravel Base	0.12	144.00
1.96	miles	Shaping and Compacting Base	150.00	294.00
2,100	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.25	2,625.00
800	cu. yds.	¼" - 0" Materials in Cushion Course	1.25	1,000.00
500	cu. yds.	¼" - 0" Materials in Cushion Course	1.25	625.00
300	cu. yds.	Filler	0.75	225.00
800	yd. mi.	Hauling Filler	0.25	200.00
500	M-gal.	Sprinkling	1.25	625.00
25,650	sq. yds.	Portland Cement Concrete Pavement	1.52	38,988.00
2,800	lin. ft.	Expansion Joints	0.13	364.00
13,000	lin. ft.	Contraction Joints	0.02	260.00
13,500	only	Dowels	0.12	1,620.00
22,000	lbs.	Tie Bars and Reinforcement	0.05	1,100.00
				$ 49,087.00

Concrete Pavement (STA. 540+00 to 616+00) (Contract No. 1222)

All Required		Clearing and Grubbing		$ 192.00
230	cu. yds.	Excavation, Single Classif.	$ 0.40	92.00
1,000	cu. yds.	Gravel Base	0.75	750.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,300.00

120	cu. yds.	½" - 0" Rock in Footpaths	$ 2.00	$ 240.00
650	cu. yds.	Sand Cushion	1.60	1,040.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
18,600	sq. yds.	Portland Cement Concrete Pavement	1.48	27,528.00
2,000	lin. ft.	½" Expansion Joints	0.12	240.00
9,500	lin. ft.	Contraction Joints	0.01	95.00
9,800	only	Dowels	0.10	980.00
11,000	lbs.	Tie Bars and Reinforcement	0.05	550.00
				$ 35,177.00

Concrete Pavement (STA. 336+40 to 414+68) (Contract No. 2063)

1,000	cu. yds.	Earth Cover on Slopes	$ 0.40	$ 400.00
1,000	yd. mi.	Hauling Earth Cover Material	0.10	100.00
3,100	cu. yds.	Gravel Base	0.50	1,550.00
1.85	miles	Shaping and Compacting Base	50.00	92.50
2,000	cu. yds.	½" - 0" Materials in Shoulders and Surfacing	1.00	2,000.00
900	cu. yds.	½" - 0" Materials in Cushion Course	1.00	900.00
450	cu. yds.	½" - 0" Materials in Cushion Course	1.00	450.00
1,050	cu. yds.	Filler	0.30	315.00
1,100	yd. mi.	Hauling Filler	0.10	110.00
1,100	M-gal.	Sprinkling	1.00	1,100.00
24,000	sq. yds.	Portland Cement Concrete Pavement	1.44	34,560.00
2,500	lin. ft.	Expansion Joints	0.12	300.00
12,300	lin. ft.	Contraction Joints	0.02	246.00
12,700	only	Dowels	0.11	1,397.00
13,000	lbs.	Tie Bars and Reinforcement	0.045	585.00
				$ 44,105.50

Subtotal	$128,369
10% Engr. & Cont.	12,836
Total	$141,205

Length of Roadwork 5.247 miles
Cost per mile $ 26,911

Federal Aid Funds Requested- $ 86,140
State Funds- 55,065

$141,205

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
JUN 10 1938
FOR FILING

RECEIVED
MAY - 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. 262-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 4, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to comment in your letter of May 2, 1938, forwarding signed draft of modification of the agreement for Oregon F.A.P. 262-A, Avard-Eugene Section of the Eugene-Junction City Highway.

We thank you for calling to our attention the fact that since preparation of this modification was recommended an additional contract has been let involving 1939 funds. As P.S.& E. were approved before the issuance of General Administrative Memorandum No. 46, we believe this should be included as a modification in the present agreement.

We will hold the present draft here, believing that, unless there is some reason for delay in submitting a new agreement estimate including the Siuslaw Junction-Avard Unit, the matter can be handled better by a single modification than by two.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

262-2

May 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Avard-Eugene Section, Project No. FA 262-A.

Your attention is called to the condition that bids on the Siuslaw Junction-Avard Unit of this project were opened on April 28, 1938 and you may wish to include this unit before modification of the agreement is made.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION (24)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1958 APR 27 AM 9 59

PRH6 26 GOVT=PORTLAND ORG 27 915A

R H BALDOCK=

STATE HIGHWAY ENGINEER

:RE MCCULLOUGHS APRIL 16 LETTER EXPERIMENTAL CONCRETE PAVEMENT SECTIONS OREGON 262-A AND C DISAPPROVED ON GROUNDS THAT SUCH EXPPERIMENTATION SHOULD BE DONE WITH STATE FUNDS=

LYNCH.

16 262-A C.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 262-A
Avard-Eugene section
Junction City-Eugene Highway

April 22, 1938

262-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

262.C

April 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 16, 1938, concerning Project No. F. A. 262-A, we are sending, under separate cover, four copies of drawing number 2037, showing paving details for concrete pavement and, likewise, four copies of the summary sheet revised to show special designs for pavement panels at bridge ends.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
JUN 10 1938
FOR FILING

RECEIVED
1 1 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

262-A

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to documents for modifying Oregon F.A.P. 262-A, the Avard-Eugene section of the Pacific Highway, for the purpose of constructing a cement concrete pavement. The plans received consisted of a title sheet and section sheet.

A plan sheet showing the spacing of dowel bars referred to on page 7 of the special provisions, and also the special design for the pavement panels adjoining the bridges as mentioned on page 11 should be submitted in quadruplicate. Will you please supply copies of this plan sheet at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

262-C

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 10 1938
POST OFFICE BUILDING
PORTLAND, OREGON
STATE HIGHWAY COMMISSION

April 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of this date requesting plan sheet for Oregon F.A.P. 262-A to show position and spacing of dowels, etc.

Copies of this plan sheet are also necessary in connection with F.A.P. 262-C, Siuslaw Junction-Awbrey section, which will be let under the same contract.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

262-A

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the modification of Oregon Federal Aid Project No. 262-A, the Arvard-Eugene Section of the Pacific Highway, is today being recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

212-Cd

April 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Avard-Eugene Section, Project No. FA 262-A.

Five bid proposals and five blueprint copies of plan sheets numbers 1 and 2 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 262-A

AWARD-EUGENE SECTION OF THE

JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 1, 1938

COMPLETED FEDERAL AID WORK

Total Cost	$ 179,317.00
WPRE Funds Paid	$ 98,447.00
WPOR Funds Paid	$ 74,913.00
Length	5.860 miles

Concrete Pavement (Sta. 434+68 to 540+00)(Contract No. 2035)

600	cu. yds.	Earth Cover on Slopes	$ 0.75	$ 450.00
600	yd. mi.	Hauling Earth Cover Material	0.12	72.00
1,650	cu. yds.	Gravel Base	0.30	495.00
1,200	yd. mi.	Hauling Gravel Base	0.12	144.00
1.96	miles	Shaping and Compacting Base	150.00	294.00
2,100	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.25	2,625.00
800	cu. yds.	1" - 0" Materials in Cushion Course	1.25	1,000.00
500	cu. yds.	1" - 0" Materials in Cushion Course	1.25	625.00
900	cu. yds.	Filler	0.25	225.00
800	yd. mi.	Hauling Filler	0.25	200.00
500	M-Gal.	Sprinkling	1.25	625.00
25,650	sq. yds.	Portland Cement Concrete Pavement	1.52	38,988.00
2,800	lin. ft.	Expansion Joints	0.13	364.00
13,000	lin. ft.	Contraction Joints	0.02	260.00
13,500	only	Dowels	0.12	1,620.00
22,000	lbs.	Tie Bars and Reinforcement	0.05	1,100.00
				$ 49,087.00

Concrete Pavement (Sta. 540+00 to 616+0)(Contract No. 1922)

All Required		Clearing and Grubbing		$ 180.00
230	cu. yds.	Excavation, Single Classif.	$ 0.40	92.00
1,000	cu. yds.	Gravel Base	0.75	750.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,300.00
120	cu. yds.	1" - 0" Rock in Footpaths	2.00	240.00
650	cu. yds.	Sand Cushion	1.60	1,040.00
300	cu. yds.	Filler	0.40	120.00

300	yd. mi.	Hauling Filler	$ 0.20	$ 60.00
18,600	sq. yd.	Portland Cement Concrete Pavement	1.48	27,528.00
2,000	lin. ft.	½" Expansion Joints	0.12	240.00
9,500	lin. ft.	Contraction Joints	0.01	95.00
9,800	only	Dowels	0.10	980.00
11,000	lbs.	Tie Bars and Reinforcement	0.05	550.00
				$ 33,177

Concrete Pavement (Sta. 336+40 to 434+68) (Estimated Prices)

1,000	cu. yds.	Earth Cover on Slopes	$ 0.50	$ 500.00
1,000	yd. mi.	Hauling Earth Cover Material	0.16	160.00
3,100	cu. yds.	Gravel Base	0.50	1,550.00
1.85	miles	Shaping and Compacting Base	150.00	277.50
2,000	cu. yds.	¾" - 0" Materials in Shoulders and Surfacing	1.35	2,700.00
900	cu. yds.	¾" - 0" Materials in Cushion Course	1.35	1,215.00
450	cu. yds.	¾" - 0" Materials in Cushion Course	1.35	607.50
1,050	cu. yds.	Filler	0.40	420.00
1,100	yd. mi.	Hauling Filler	0.16	176.00
1,100	M-Gal.	Sprinkling	1.00	1,100.00
24,000	sq. yd.	Portland Cement Concrete Pavement	1.50	36,000.00
2,500	lin. ft.	Expansion Joints	0.13	325.00
12,300	lin. ft.	Contraction Joints	0.02	246.00
12,700	only	Dowels	0.13	1,651.00
13,000	lbs.	Tie Bars and Reinforcement	0.05	650.00
				$ 47,578.00

Subtotal	$ 131,842
10% Engr. & Cont.	13,184
Total	$ 145,026

Length of Roadwork 5.247 miles
Cost per mile $ 27,639

Federal Aid Funds Requested	$ 88,470
State Funds	56,556
	$ 145,026

FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Award-Eugene Section, F. A. Project No. 268-A.

As requested in your letter of January 4, 1938, one additional copy of the quantity summary sheet is being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. [illegible]

AWARD-[illegible] SECTION OF THE

JUNCTION CITY-[illegible] HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January [illegible], 1938

Concrete Pavement (Sta. [illegible] to 540+00) (Contract No. [illegible])

600	cu. yds.	Earth Cover on Slopes	$ 0.75	$ 450.00
600	yd. mi.	Hauling Earth Cover Material	0.12	72.00
1,650	cu. yds.	Gravel Base	0.30	495.00
1,200	yd. mi.	Hauling Gravel Base	0.12	144.00
1.96	miles	Shaping and Compacting Base	150.00	294.00
2,100	cu. yds.	¾" - 0" Materials in Shoulders and Surfacing	1.25	2,625.00
800	cu. yds.	¾" - 0" Materials in Cushion Course	1.25	1,000.00
500	cu. yds.	¾" - 0" Materials in Cushion Course	1.25	625.00
900	cu. yds.	Filler	0.25	225.00
800	yd. mi.	Hauling Filler	0.25	200.00
500	M-Gal.	Sprinkling	1.25	625.00
25,650	sq. yds.	Portland Cement Concrete Pavement	1.52	38,988.00
2,800	lin. ft.	Expansion Joints	0.13	364.00
13,000	lin. ft.	Contraction Joints	0.02	260.00
13,500	only	Dowels	0.12	1,620.00
22,000	lbs.	Tie Bars and Reinforcement	0.05	1,100.00
				$ 49,087.00

Concrete Pavement (Sta. 540+00 to 616+0[illegible]) (Contract No. 1922)

All Required		Clearing and Grubbing		$ 182.00
230	cu. yds.	Excavation, Single Classif.	$ 0.40	92.00
1,000	cu. yds.	Gravel Base	0.75	750.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,300.00
120	cu. yds.	¾" - 0" Rock in Footpaths	2.00	240.00
650	cu. yds.	Sand Cushion	1.60	1,040.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
18,600	sq. yds.	Portland Cement Concrete Pavement	1.48	27,528.00
2,000	lin. ft.	½" Expansion Joints	0.12	240.00

9,500	lin. ft.	Contraction Joints	$ 0.01	$ 95.00
9,800	only	Dowels	0.10	980.00
11,000	lbs.	Tie Bars and Reinforcement	0.05	550.00
				$ 33,177
			Subtotal	$ 84,264
			10% Engr. & Cont.	8,426
			Total	$ 92,690

Length of Roadway 3.398 miles
Cost per mile $ 27,277

Federal Aid Funds Requested	$ 56,340
State Funds	36,350
	$ 92,690

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

1

262-A ?

yellow copy on-file

February 8, 1938

Copy

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

Dear Sir:

Her with are enclosed four copies of Form Engp. 32 covering labor and material costs for railroad force account work on each of the following projects.

WPGS 30-A	Dairy Overcrossing
WPGS 30-A	Olene Undercrossing
WPGS 78-E	Shady Point Overcrossing
WPGH 262-A	Eugene Overcrossing

We are, likewise, submitting four copies of Form Emp. 32 for Contract No. 1789 which is to replace that sent with the final voucher for Project No. WPGH 262-A. The previous one covered the materials used in the structure alone, while the one enclosed covers all work under the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

WPGH 262-A

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of form Emp. 32 for work done by the Southern Pacific Company in connection with the Eugene overcrossing, Oregon U.S.Works Program Grade Crossing project WPGH 262-A.

Very truly yours,

W. H. LYNCH
District Engineer

January 26, 1938

Mr. Harold Blake
400 N. Thompson St.
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2035 awarded to you on January 6, 1938, for 2.0 miles Portland cement concrete pavement on the Ross Station-Alvard Section of the Pacific Highway, in Lane County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

by

AM Secretary

FILED
JAN 13 1938
FOR FILING
262-CC

January 12, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear sir:

We are sending to you today by express four copies of Contract No. 2035 which was awarded you on January 6, 1938 by the State Highway Commission covering the concrete paving on the Ross Station-Arvard Section of the Pacific Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 21 of the mimeographed SPECIAL PROVISIONS relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

kr

RECEIVED
JAN 10 1938
FOR FILING

242.3

January 7, 1938

Mr. Herold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission on January 6, 1938, awarded you the contract for 2.0 miles Portland cement concrete pavement on the Ross Station-Arvard Section of the Pacific Highway in Lane County. This award was based on your low bid of $49,087 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

cc - Mr. Probert
Mr. Lytle

FAP

FAP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FOR FILING

IN YOUR REPLY PLEASE REFER TO FILE No. 262-A

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION
HIGHWAY BUILDING
PORTLAND, OREGON

January 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 262-A, Ross Station-Arvard section of the Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 262-A

January 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Probert

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project No. 262-A, Junction City-Eugene.

The item of filler as shown on sheet 2-A of the plans calls for 850 cu.yds. net and 50 cu.yds. allowance. The total quantity shown on this sheet is 950, and the same quantity is shown in the estimate. The proposal, however, has the correct figure, 900 cu.yds. corrected 1/5/38

We seem to be short one section sheet, and it is requested that an additional sheet be submitted with the project agreement estimate.

In the specifications for soundness of fine aggregate and coarse aggregate on page 15, there is apparently a typographical error in the use of the word "alterations" when apparently alternations was intended.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 SM 5-37

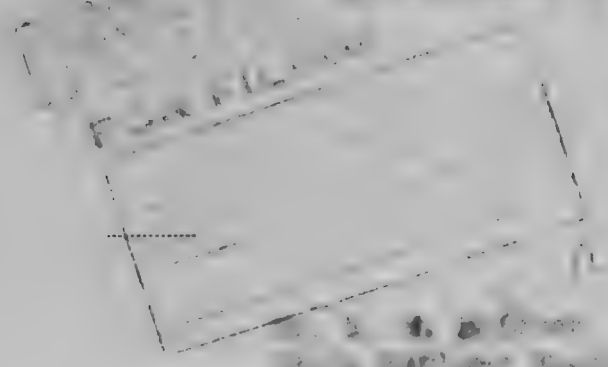
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

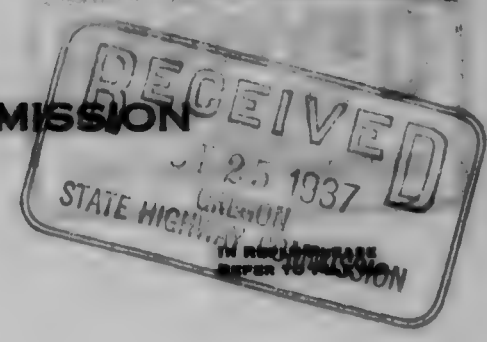
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM





Oct. 23, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In writing up the specifications for the Ross Station-Avard Section Paving, we included in the quantity, 500 cubic yards of filler for the purpose of covering the slopes of the road where the topping is now exposed. This was to be done in order that the grass would grow and cover the rocks so that they would not interfere with the mowing of the banks.

Mr. Umphlette advises me that we did this on the section to the south and that the contractor made some objection to the work. To eliminate this objection, I believe we should probably make some mention in the specifications as to this item.

In connection with this job, we showed the pavement as being flared at the bridge. I would request that this be changed as we have not done this on the other bridges. As you know, it is planned at some future time to make a four-lane pavement and this flare would not fit in with the future plans.

cc. R. H. Baldock
S. H. Probert
E. E. Umphlette

KDL:AF

Ver truly yours,

K. D. LYTLE
Division Engineer

FORM S-A-1 SM 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

Enclosed herewith please find two copies of special provisions, estimate of cost, summary of quantities and computations of quantities, covering the Reda Station-Avard Section of the Pacific Highway in Lane County.

Also enclosed is profile on which various typical sections are shown.

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

CONTRACT* [redacted] 2036

131-1003 Forest Boundary-Elgin Section,
Weston-Elgin Secon.

2036

Baldock

December 12th, 1938

COST ANALYSIS-FINAL REPORT
Weston-Elgin Highway, Forest Boundary-Elgin Section
Grading, Surfacing and Oiling Contract 2036, Prefix 131-1003
E. H. Itschner, Contractor
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,033.52	100%			$3,000.00
Trench Excavation	483.39	537.1 cu. yd.	0.90	1.00	537.10
Common "	9,986.32	53,411.4 " "	0.19	0.20	10,682.28
Solid Rock Excavation	7,737.29	20,193.7 " "	0.38	0.40	8,077.48
Overhaul	1,270.42	63,521.0 yd. sta.	0.02	0.02	1,270.42
Truck Haul	2,605.25	15,523.5 yd. mi.	0.18	0.12	1,862.82
Finishing Roadbed & Slopes	483.00	3.22 Miles	150.00	100.00	322.00
Rounding Cutbanks	241.00	2,410 lin. ft.	0.10	0.10	241.00
18" Concrete Pipe	1,141.40	531 " "	2.15	2.30	1,221.30
24" " "	938.20	293 " "	3.20	3.40	996.20
36" " "	281.60	44 " "	6.40	7.10	312.40
Selected Roadbed Topping	2,295.95	8,489 cu. yd.	0.27	0.25	2,122.25
Hauling " "	1,600.56	8,892 yd. mi.	0.18	0.12	1,067.04
Cr. Gravel Surfacing	3,852.66	2,331 cu. yd.	1.65	1.10	2,564.10
Filler	247.40	735 cu. yd.	0.34	0.30	220.50
Hauling Filler	177.68	985.5 yd. mi.	0.18	0.12	118.26
Sprinkling	626.86	482.2 M-Gal.	1.30	1.00	482.20
Preparation of Base	328.44	3.22 Miles	102.00	100.00	322.00
Mineral Aggregate in Place	6,034.33	2,229 cu. yd.	2.71	2.00	4,458.00
SC-6 Road Oil in Place	3,795.37	155.75 Tons	24.37	26.00	4,049.50
Cutback Asphalt in Place	978.56	39.49 Tons	24.78	26.00	1,026.74
3/4" - ½" Cr. Rock in Stockpile	1,675.17	1,329.5 cu. yd.	1.26	1.00	1,329.50
½" - ¼" " " " "	1,282.05	1,017.5 " "	1.26	1.00	1,017.50
¼" - 0" " " " "	756.00	600 " "	1.26	0.75	450.0

Forest Boundary-Elgin Section - 2.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Hauling Cr. Rock Pile Measure	$550.39	3,057.7 yd. mi.	0.18	0.12	$366.92
PA #1 Salvage & Reinstall 24" Concrete Pipe	24.00	48 lin. ft.	0.50	0.50	24.00
PA #2 6" Corr. Iron Pipe	27.00	30 " "	0.90	0.90	27.00
PA #2 12" " " "	52.00	40 " "	1.30	1.30	52.00
PA #3 8" Conc. Perf. Pipe	27.00	30 " "	0.90	0.90	27.00
PA #4 Purchase of 36" Concrete Pipe	146.40	24 " "	6.10	6.10	146.40
PA #4 1-3/4" - 3/4" Cr. Rock in Stockpile	153.66	236.4 cu. yd.	0.65	0.65	153.66
Screen Rejections	101.23	404.9		0.25	101.23
Force Account	217.84				217.84
Cr. Rock Sold to B.P.R.	690.00				690.00
	$52,841.94				$49,556.64

Total Cost	$52,841.94
Gross Revenue	49,556.64
Net Loss	$3,285.30

Net Loss Equals 6.6% of the Gross Revenue

Forest Boundary-Elgin Section

Detail of Cost

Labor:

Supervision (E. H. Itschner 5 mos. at $200.00)	$1,000.00	
Supervision	1,085.00	
Labor	14,414.83	
State Industrial Accident Insurance	630.11	
Social Security & Unemployment Insurance	619.99	
		$17,749.93

Materials:

18" Concrete Pipe	531 lin. ft.	at	1.75	$929.25
24" " "	293 " "	"	2.50	732.50
36" " "	68 " "	"	5.30	360.40
8" Perf. Concrete Pipe	30 " "	"	0.775	23.25
6" Corr. Iron Pipe	30 " "	"	0.645	19.35
6" " " " Bands	1 each	"	0.71	0.71
12" " " "	40 lin. ft.	"	0.975	39.00
12" " " " "	1 each	"	0.93	0.93
				2,105.37

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$10,270.00	
Hired Trucks (Not including Labor, Gas & Misc.)	2,618.14	
Gas, Oil and Grease	5,110.22	
Powder	1,691.92	
Small Tools, Repairs & Misc.	4,131.32	
Lumber	208.59	
Misc. & Overhead Expense	677.47	
Bond	488.67	
		$25,196.33

Sub-Contract to Babler Bros.:

SC-6 Road Oil in Place	155.75 tons	at 23.90	$3,722.43
Cutback Asphalt "	39.49 "	" 24.30	959.61
Preparation of Base	3.22 miles	at 100.00	322.00
Haul & Place Mineral Aggregate	2,229 cu. yd.	at 1.25	2,786.25
			$7,790.29

$52,841.94

Forest Boundary-Elgin Section

REMARKS:

This job consisted of the grading, surfacing and oiling of 3.22 miles of roadway. It was awarded January 6th, 1938; work was started January 31st, and completed August 29th, 1938.

The excavation material, which included 17,000 cubic yards in channel changes, was excavated with cats and dozers and scrapers.

The topping consisted of both material in gravel bars and scalping material from crushing operations. Most of the scalped materials were stockpiled and later picked up with a shovel and transported by trucks to the road. If the operations had been a little more planned, the scalped gravel could have been hauled directly onto the grade. The hauling costs are high and are due to low production with hired trucks.

For the crushing of the gravel the contractor erected a plant consisting of two crushers (15" x 20" jaw and 28" Traylor gyratory recrush), 4' x 10' triple-deck vibratory screen, 3' x 8' scalping screen, 2 diesel motors (80 h.p. and 40 h.p.), 1 - 40 h.p. generator, 3 electric motors (2 - 7½ h.p. and 1 5 h.p.) and a stationary dragline hoist and 50 h.p. gas engine. The plant was continually breaking down which resulted in low production.

Babler Bros. sub-contracted the oiling work.

With the exception of the crushed gravel surfacing and the mineral aggregate in place the contractor's bids are nearly in line, notwithstanding the fact that the total contract was $12,501.00 under the second bid. With good supervision this job might have shown a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 21 1938
PUBLIC LANDING

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON

October 19, 1938

IN REPLY PLEASE REFER TO FILE NO.

131-1082

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. Itschner called to my attention an apparent discrepancy in the amount of culvert pipe shown on the semi-final estimate for the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway.

Resident Engineer Toole remeasured the culvert pipe on the section and found that there was some omission of quantities as submitted.

I am submitting herewith supplementary estimate showing additional culvert pipe as follows:

> At Station 1034, 9 lineal feet of 18 inch concrete pipe installed in an irrigation ditch outlet from a diversion dam.
>
> At Station 1040+38, the 24 inch concrete pipe is 48 feet long instead of 44 feet as shown on the semi-final estimate.

These corrections should be made on the final quantities and Mr. Itschner will then be in position to accept the final estimate.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
S. H. Probert
E. H. Itschner, Baker

#2036

RECEIVED
OCT 14 1938
FOR FILING
131-1003

October 14, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2056, for the construction of the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway in Union County, has been completed by the contractor, E. H. Itschner, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 24, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $48,866.64, including the final payment. Of this amount $217.84 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 19 1938
FOR FILING
131-100

#2036

September 19, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. H. Itschner, on Contract No. 2056, Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway in Union County. This payment will be made on or after September 29, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 1000 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 16th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED

Dear Sir:

In the matter of the force account bill for extra clearing on borrow pits on the Forest Boundary-Elgin Section, I would like to call your attention to paragraph 2, page 10 of the special provisions in which it is clearly set forth that the bid price is to cover all clearing and grubbing.

Inasmuch as the borrow yardage had to be increased so greatly over the original estimate, I believe this to be a legitimate charge and will recommend it for payment, but I doubt very much if the Bureau will cooperate in view of the clause in our specifications.

In the future, therefore, I would recommend that paragraph 2, page 10 be modified to include such unexpected contingencies.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-M-1 1000 8-37

RECEIVED
SEP 14 1938
FOR FILING

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
... Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Forest Boundary-Elgin Section of the Weston Elgin Secondary Highway in Union County was satisfactorily completed by the contractor on August 28, he being two days within the time limit. I am submitting herewith the semi-final estimate accompanied by extra work order No. 2 for your approval. Supporting records are being forwarded to you by express.

Extra work order in the amount of $70.77 covers the clearing and grubbing of an area required for a borrow pit not specified in the contract, being outside the original right of way. Owing to the overrun of excavation materials, it was necessary to borrow some 20,000 cubic yards and a pit for this purpose was purchased off the right of way and required a considerable amount of clearing and grubbing. The contractor is entitled to compensation for this extra work.

The final records include a letter from the Resident Engineer explaining overruns and underruns on the project. There was very little departure from the preliminary quantities with the exception of overrun in common excavation and the resulting overrun in truck haul and overhaul.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-N-1 1000 8-57

RECEIVED
SEP 14 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

NOTICE
State Highway Engineer

In support of the semi-final estimate on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway, I am forwarding to you by express the follow records:

1 - 100 foot scale map
1 - profile tracing
1 - mass diagram
1 - book field notes
1 - book platted sections
1 book earthwork computation sheets
5 - haul charts
5 - Shell Oil Company invoices in triplicate
1 - tabulation of roadbed topping and computation of haul
1 - tabulation of crushed gravel and computation of haul
8 - index and summary sheets
55 - material receipt books
1 - set pictures with negatives showing construction scenes

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
S. H. Probert
J. W. McCallister

xc

Form 888—6M—6-38

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 1938

Section Forest Boundary - Elgin

Highway Weston - Elgin Secondary

Contractor E.H.Itschner

Date of contract January 6, 1938

Date work started January 31, 1938

Amount of contract . . . . . $

Estimated cost of completed project, exclusive of engineering $49,544.32

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2890, 5.8 %

Kind of work Grading, Surf., & Oiling

Section prefix 131-1003

Contract number 2036

Date of completion August 31, 1938

Estimated date of completion August 29, 1938

Per cent of time elapsed 100 %

Date project was completed August 29, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three men completed shaping up the 3/4 and 1/2 inch stockpiles located at the plant on Monday. They completed digging Mrs Keene's ditch and reshaped the side ditch in the cut atstation 990 on Tuesday, completing the work.

RECEIVED SEP 6 1938 HIGHWAY ENGINEER

NOTED VANCOY

NOTED H.N.HACKETT

Signed N A Soule

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

cc R. H. Baldock

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.22	3.22		3.22	
Miles partially completed					
Miles completed	3.22	3.22		3.22	
Total estimated quantities	73,500	2338	3000	2200	
Estimated quantities moved or placed to date	73,500	2338	3000	2200	
Average daily quantities	700	200		550	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				3	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	cloudy		
Saturday	fair		

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

137c1003

RECEIVED
SEP 2 - 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreements No. 4 and No. 5 on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway.

Price agreement No. 4 in the amount of $146.40 covers the purchase of 24 feet of unused 36 inch concrete culvert pipe. This culvert pipe was ordered as called for in the plans for installation in a large irrigation ditch alongside the road, the pipe to be used as an approuch. The owner of the ditch made a change in his irrigation system, eliminating the necessity of placing the 36 inch pipe. As the pipe had already been delivered on the job, the contractor should be relieved of it and it should be purchased for future use by the State. Confirming the price of $6.10 per foot there is attached to the price agreement, copies of the invoice from the vendor of the pipe.

Price agreement No. 5 in the amount of $153.66 covers the purchase of 256.4 cubic yards of excess 1½ to 3/4 inch mineral aggregate. The contractor has agreed to sell this material for 65¢ per cubic yard, f.o.b. stockpile and it is desirable to purchase the material at this price for future maintenance work.

Additional project authorization will not be required for these items.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 26 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 22nd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Pursuant to your request, I am attaching a report by Mr. VanScoy on the unusual settlement which occurred on the Weston-Elgin Secondary Highway. Mr. VanScoy has checked over the preliminary and location cross sections of the job and feels certain that the shrinkage actually occurred and was not due to some error in calculation.

I recommend that this report be accepted and that the authority for additional expenditure be approved.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

NOTED
State Highway Engineer

FORM 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 22nd, 1938

Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

On about August 1st, you asked me to investigate the shrinkage of the materials which made up the fills on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary. This section was let as a grading job to E. H. Iteelner on January 6th, 1938, contract #2036, N. W. Toole, Resident Engineer. In complying with your request, I went over the notes and ground on August 2nd and 3rd, with Mr. Toole, and submitted several samples of the cut material to our laboratory at that time. The results of these material tests are now known, so I have the following report to make of the investigation.

This grading job consisted of 3.22 miles, the main portion of which followed the narrow valley of a creek. The fills were originally planned to be constructed from roadbed cuts and channel changes of the creek. However, as construction progressed, it was found necessary to borrow considerable material as the material from the roadbed cuts and channel changes compacted to a much greater degree when placed in the fills than was originally contemplated.

It was thought at first that this large shrinkage might be due to some error in calculations. However, I checked these over roughly and found that the fill quantities as originally planned when the road was located were very close to the fill quantities as measured on the construction. The cut quantities as measured on construction were all remeasured, and I found no errors here, so the conclusion was that the fill quantities had actually compacted.

After checking over the notes, I walked over the ground and classified the materials taken from the roadbed cuts, channel changes and borrow pits. While this classification was very rough, I was convinced that both the channel changes and most of the borrow pits were made up of at least 50% silt and 50% gravel. Excepted from this classification was the large borrow pit at Station 1030 which did not contain over 15-20% silt. The roadbed cuts probably would not classify over 33% solid rock as actually

contained in ledges, although a higher percentage than this would probably be allowed the contractor. The following quantities showing the approximate classification made up 55,000 cubic yards of fill.

Earth from roadbed cuts	20,000	cu. yd.
S.R. " " "	10,000	" "
Silt " channel changes and borrow pits	18,300	" "
Gravel " " " " "	24,200	
Total Excavation	73,000	cu. yd.

Screen analysis and tests showing voids were made as shown in laboratory reports 113423, 24, 25 and 26 on the earth from roadbed cuts, the silt from channel changes and borrow pits and the gravel from the channel changes and borrow pits.

A field test also was made of these three three kinds of materials to give the weight per cubic foot as it existed in its natural state.

All materials were placed in the fills under conditions favorable for maximum compaction as rains continued throughout this operation, and the work was done with caterpillar tractors and scrapers.

Assuming that the 10,000 cu. yd. of solid rock would swell 40% it would be possible for the 20,000 cubic yards of soiloverburden to compact to 14,000 cubic yards and 4,000 cubic yards to enter the voids of the rock, thus making 28,000 cubic yards of fill from 30,000 cubic yards taken from the roadbed cuts.

Comparing the weight per cubic foot of the gravel in its natural state and the partly compacted gravel in the laboratory tests, it is shown that the 24,200 cubic yards of gravel taken from the channel changes and borrow pits would make only 21,500 cubic yards of fill.

After the gravel has been compacted, it still contains 25% voids which would allow about 4,000 cubic yards of the silt to enter it without increasing its bulk. As the silt itself compacts from 18,300 cubic yards in excavation to 14,340 cubic yards in fills, this would leave 10,340 cubic yards of silt to make up a part of the fills.

A summary of quantities is as follows:

	Excavation	Compacted into Fills
Earth from roadbed cuts	20,000)	
	)	28,000
S.R. " " "	10,000)	
Silt from Channel Changes & Borrow Pits	18,300	10,340

To: H. G. Smith
Subject: Forest Boundary-Elgin Section

8/22/38
Page 3

(Continued)

	Excavation	Compacted into Fills
Gravel from Channel Changes and Borrow Pits	24,200	21,500
	73,000 Cu. Yd.	59,840 Cu. Yd.
		55,000 " "
Unaccounted For		4,840 Cu. Yd.

As the silt soil contained 75% passing the 200-mesh sieve, a considerable amount of this class of material could have been carried off by the stream. The method of excavating these channel changes point to such a loss, for the channel excavation was only partly made before diverting the stream, the remaining excavation being taken out as the water was flowing in the channel change. The wash on the completed slopes would also indicate some loss of material in the stream itself.

As no account has been taken in this report of compacting of ground under the fills, it is possible that the silt under the higher fills could have undergone a shrinkage similar to that in the fills themselves.

It is extremely doubtful if such shrinkage of fill material could occur had the work been done during the dry season. However, as mentioned before, the conditions for maximum compaction were ideal.

Very truly yours,

Paul VanScoy

Paul VanScoy
Assistant Construction Engineer

PVS:AR

cc to: W. C. Williams

HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JOHNSONVILLE
H. B. SMITH, SECRETARY

RECEIVED
AUG 17 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
August 13, 1938.

NOTED
C. S. McCullough

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. O. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In the matter of the shrinkage of the fill material on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary, I find that the silt soil (which overlays the gravel) has seventy five percent passing the 200 mesh screen.

This large percentage of fines makes the soil susceptible to wash and I am wondering if a considerable yardage could not have been carried away by the creek during the progress of the work.

Would you kindly ask Mr. Toole to write me regarding this.

Very truly yours,

H. G. SMITH,
Construction Engineer.

By

Paul Van Scoy,
Asst. Construction Engineer.

PVS/H
cc. R. Lee
R. Baldock

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. GABEL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

131-1003

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OREGON STATE HIGHWAY COMMISSION

SALEM
August 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The sub-contract between E. H. Itschner and Babler Bros., for doing the oiling work on the Weston-Elgin Secondary Highway, West Forest Boundary-Elgin Section, meets the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

NOTED
C. B. McCullough

FORM S-H-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 16 1938
FOR FILING
131-1062

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 11, 1938

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith one copy of a sub-contract for which approval has been requested by E. H. Itschner, contractor on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway.

Mr. Itschner wishes permission to sub-let the oiling work to Babler Brothers of Portland, Oregon and as the amount of the sub-contract is within the specified limitations and the sub-contracting parties are competent, I recommend approval of the sub-contract.

Please advise immediately, as work is expected to start within a week.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
C. B. McCullough

RE Barber

August 6th, 1938

131-1003

Cost Analysis to July 10th, 1938
Weston-Elgin Secondary Highway, Forest Boundary-Elgin Section
Grading, Surfacing and Oiling Contract 2036, Prefix 131-1003
E. H. Itschner, Contractor
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,033.52				$3,000.00
Trench Excavation	398.61	442.9 cu. yd.	0.90	1.00	442.90
Common "	9,312.77	48,962 cu. yd.	0.19	0.20	9,792.40
Solid Rock "	7,871.42	21,310 cu. yd.	0.37	0.40	8,524.00
Overhaul	800.00	40,000 yd. sta.	0.02	0.02	800.00
Truck Haul	3,075.67	19,600 yd. mi.	0.16	0.12	2,352.00
Finishing Roadbed & Slopes	483.00	3.22 Miles	150.00	100.00	322.00
Rounding Cutabnks	135.00	1,350 lin. ft.	0.10	0.10	135.00
18" Concrete Pipe	1,135.20	528 " "	2.15	2.30	1,214.40
24" " "	947.20	296 " "	3.20	3.40	1,006.40
36" " "	281.60	44 " "	6.40	7.10	312.40
Selected Roadbed Topping	1,398.88	6,000 cu. yd.	0.23	0.25	1,500.00
Hauling " "	730.00	4,500 yd. mi.	0.18	0.12	540.00
PA #1 Salvage & Reinstall 24" Concrete Pipe	24.00	48 lin. ft.	0.50	0.50	24.00
PA #2 Install 6" Corr. Iron Pipe	36.00	30 " "	0.90	0.90	36.00
PA #2 Install 12" Corr. Iron Pipe	52.00	40 " "	1.30	1.30	52.00
	$28,614.87				$30,053.50

Gross Revenue	$30,053.50
Total Cost	28,614.87
Net Profit	$1,438.63

Net Profit Equals 4.8% of Gross Revenue

Forest Boundary-Elgin Section

Detail of Cost

Labor:

Supervision (E. H. Itschner 4 mos. at $200.00)	$800.00	
Supervision	770.46	
Labor	10,233.10	
State Industrial Accident Insurance	330.11	
Unemployment Insurance & Social Security	440.14	
		$12,573.81

Materials:

18" Concrete Pipe	528 lin. ft. at 1.75	$924.00	
24" " "	296 " " at 2.50	740.00	
36" " "	44 " " at 5.30	233.20	
6" Corr. Iron Pipe	30 " " at 0.645	19.35	
6" " " " Bands	1 each at 0.71	0.71	
12" Corr. Iron Pipe	40 lin. ft. at 0.975	39.00	
12" " " " "	1 each at 2.93	0.93	
			$1,957.19

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$7,845.00	
Hired Trucks (Not including Labor and Gas)	1,776.02	
Gas, Oil & Grease	3,012.73	
Powder	1,691.92	
Small Tools, Repairs & Misc.	3,289.76	
Lumber	157.35	
Misc. & Overhead Expense	665.50	
Bond	307.46	
Deduction for Crushing Plant Erection & Operations	4,661.87	
		$13,989.33

Total Cost $28,614.87

Forest Boundary-Elgin Section

REMARKS:

This job consisted of the grading, surfacing and oiling of 3.22 miles of roadway. It was awarded January 6th, 1938; work was started Jan. 31st, and to July 10th, 1938 was about 78% complete.

The excavation material was moved with cats, LeTourneau scrapers and bulldozers. About 17,000 cu. yds. in channel changes was excavated with cats and dozers. The topping was loaded with a shovel and moved with trucks.

The contractor operates with a very small crew and with a minimum of expense. Trucks of 1½ ton rating are hired at $2.00 per hour (including gas and labor), and with low production, the unit costs on trucking items were high. The contractor is buying considerable equipment on rental purchase plans. Should any of this be turned back, it will reduce the profit now shown on this project.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM S-A-1 1M 2-38

RECEIVED
JUL 16 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

131

July 14th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. Baldock has requested further investigation of the overrun on the Forest Boundary-Elgin Section.

I have assigned this to Mr. VanSoay who will check over the records of the job and prepare a report.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
JUL 13 1938
FOR FILING

COMMISSIONERS
HENRY R. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. V. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In looking over the Quantity Summary Sheet of the Forest Boundary-Elgin Section, I note a very material overrun in common excavation.

I seem to recall that this was hitherto explained by failure to get the anticipated swell on rock, but it does not seem to me that that would account for the large overrun shown on the recent estimates.

Please investigate this and report further.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock ✓

NOTED

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 11 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Enclosed herewith is penciled sketch of the proposed timber dam to be installed in the channel of Phillips Creek for irrigation purposes on the Elgin-Forest Boundary Section, Weston-Elgin Secondary Highway.

This dam is a duplicate of the one removed during construction and the details of this dam meet with approval of the owner.

It is necessary that this dam be installed immediately as the owner is in need of irrigation water and the dam would have been installed sooner had not the installation been prevented by excess high water, which has been above ordinary during the spring runoff. For this reason it is requested that you expedite the approval of the plan as submitted or any revisions that you might make thereon.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

c R.H. Baldock
G.S. Paxson

M S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 9th, 1938

IN REPLY PLEASE REFER TO FILE NO.

131-

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to Force Order #1 for the construction of a timber dam in the channel change of Phillips Creek.

I suggest that you submit a sketch of this dam to the bridge department for approval. Although the dam which you contemplate constructing may be a duplication of the former dam, we assume considerable responsibility in its reconstruction both from criticism of the property owner and liability to replacement if it should wash out and also any damage which might be done. A farmer is not held to the same responsibility by his neighbors as the Department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
G. S. Paxson

FORM S-H-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 7, 1938

131-1003

RECEIVED
MAY 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith extra work order number 1 in the amount of $135.00 and price agreement number 2 in the amount of $79.00 on the Forest Boundary-Elgin Section, Weston-Elgin Secondary Highway in Union County.

Extra work order number 1 is to cover construction of a timber dam to replace a similar dam used for irrigation purposes, which is destroyed through the construction of the highway. The construction of this dam is as per terms of the right of way option securing right of way from Heyduck.

Price agreement number 2 is to cover installation of corrugated metal culvert pipe of 6 and 12 inch size within the city of Elgin. These drainage structures are required, but were overlooked during location survey. In order to not interfere with street grades, it is necessary that the small sizes, that is 6 and 12 inch pipe, be used.

Additional project authorization will not be required for either the work order or price agreement.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

C
O
P
Y

131-1[illegible]

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

No monthly estimates are being submitted on the following projects for the reason that less than $500 worth of work has been performed:

Butte Creek section of the John Day highway
Forest Boundary-Elgin Section of the
Weston-Elgin Secondary Highway
North Unit Missouri Flat Section, Medical
Springs Secondary Highway.

Very truly yours

Sgd. W. C. Williams
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

131-1003

January 26, 1938

Mr. E. H. Itschner

Molalla, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2036 awarded to you on January 6, 1938, for 3.22 miles grading, surfacing and oiling on the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway, in Union County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
JAN 13 1938
FOR FILING

January 12, 1938

Mr. E. M. Itschner
Molalla
Oregon

Dear Sir:

We are forwarding to you today by express four copies of Contract No. 2036 which was awarded to you on January 6, 1938, by the State Highway Commission, covering the grading, surfacing and oiling of the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway, in Union County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 27 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of the amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

J...1 ... 38

131-1...

January 7, 1938

Mr. E. H. Itschner

Molalla, Oregon

Dear Sir:

The State Highway Commission on January 6, 1938, awarded you the contract for 3.22 miles grading, surfacing and oiling, also furnishing of 1,500 cu. yds. crushed rock in stock piles, on the Forest Boundary Elgin Section of the Weston-Elgin Secondary Highway in Union County. This award was based on your low bid of $43,408 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Probert
Mr. Williams

COMMISSIONERS
HENRY F. CABELL, Chairman, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. YOU VELLE, JACKSONVILLE

H. H. GLASBYER, SECRETARY

131-1003

FOR FILING

H. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC - 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
December 6, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to your letter of December 2 in which you request more information in order to complete plans and special provisions for the Forest Boundary-Elgin Section of the Weston-Elgin Secondary Highway. Taking up your questions in their order:

1. Gravel topping deposits are to be specified as follows:
   No. 1. Right of Station 984
   No. 2. Right of Station 1045.
   Mr. Arthur Holgarth will donate the gravel pit at Station 984 and we will have prepared immediately a description and forward to you an option. I have been over the ground with Mr. Holgarth and he advises that it will be perfectly satisfactory to secure gravel any place we wish on his property.

   The special provisions should state that the contractor is to use the gravel pit which is nearest to the point where gravel is to be deposited on the road, unless otherwise ordered by the engineer.

   Haul will be handled in the same manner as on any gravel project in that mile haul is to be allowed from the source of material to point of deposit.

2. I originally requested that 1500 cubic yards of maintenance material be stockpiled, but owing to the depletion of maintenance materials on the Wallowa Highway, it appears that stockpiling of 3000 cubic yards will be necessary. This material should be divided as follows:

NOTED
C. D. Mitchell

OREGON STATE HIGHWAY

F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

To Attention Mr. H. G. Smith, Construction Engineer
Subject: Additional information to complete plans and special provisions for Forest Boundary-Elgin Section of the Weston-Elgin Secondary.

At the gravel pit site opposite Station 1045,
400 cu.yd. of 3/4" - ½" material
400 cu.yd. of ½" - ¼" material
200 cu.yd. of ¼"-0 material

Adjacent to the right of way at mile point 19.9 on the Wallowa Lake Highway,
800 cu.yd. of 3/4" - ½" material
800 cu.yd. of ½"-¼" material
400 cu.yd. of ¼"-0 material

Specification "B" should be designated.

3. Test from the gravel pits will be submitted immediately to the laboratory and you will be furnished with statement of material sources, which will include the number of the reports.

4. Completion date should be July 31, as the contractor should have ample time to complete all work by that time.

Revised estimate of cost is submitted herewith.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock
S. H. Probert

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

131-103

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Additional information is needed in order to complete the plans and special provisions for the Forest Boundry-Elgin Section of the Weston-Elgin Secondary Highway in Union County.

1 - In your letter of November 9, 1936, you stated that you were preparing right of way descriptions for another gravel pit at Station 984 to be secured from Arthur Holgarth. We do not have any record of receiving this description. Shall we require the use of both pits or only one? Shall we leave the source or sources to be used to the contractor's choice? How should the haul be handled?

2 - Please advise the quantity of maintenance materials to be stockpiled. Should "A" or "B" specification be used? Also show the corrected stockpile location and quantity of material to be stockpiled at each.

3 - Have laboratory reports of the materials been made from the pits specified?

4 - Please advise your recommendations as to new date of completion.

This project is to be advertised on January 6th, 1938, as a State project.

Yours very truly,

Dictated by
Chas. E. Low
H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock

Form 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

131-1003

RECEIVED
SEP 13 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 11, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of August 31, having reference to the size of channel changes to be made in Phillips Creek on the Forest Boundary-Elgin section of the Weston-Elgin secondary highway:

Please be advised that the channel hanges to be made on this section are approximately twice the size of those made by the Bureau and are 50% greater than the area of the existing channel. We have provided for a channel 30 feet wide on the botton with 1½:1 slopes and at all points have sufficient free board, as the grade line is higher than the surrounding ground level. If the creek should attain a height greater than the banks of the channel, it would spread over the adjacent country without damage to the highway.

Very truly yours

Construction Engineer

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 31st, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. Baldock was somewhat alarmed over the small size of the channel changes on the Bureau section following Phillips Creek and wished us to make certain that our height of grade and width of channel changes were more liberal on our section than those used by the Bureau.

Please see that we have ample freeboard above the creek and that the channel changes are sufficiently wide.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT#2037

FA 4 Butte Cr. Sec., John Day Hwy. 1938

#2037

RECEIVED
JAN 10 1939
FOR FILING

ember 21st, 1938

COST ANALYSIS - FINAL REPORT

NOTED
C. E. McCulloch

John Day Highway, Butte Creek Section
Grading, Surfacing & Oiling Contract 2037, Prefix 35-1104
Leonard & Slate, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,175.00	100%			$1,500.00
Trench Excavation	230.60	241.6 cu. yd.	0.95	0.80	193.28
Common "	10,724.55	49,702 cu. yd.	0.216	0.18	8,946.36
Solid Rock "	2,480.67	5,770.1 cu. yd.	0.40	0.60	3,462.06
Overhaul	757.16	15,715.5 yd. sta.	0.01	0.01	757.16
Truck Haul	1,403.40	14,034 yd. mi.	0.10	0.10	1,403.40
Finishing Roadbed & Slopes	687.50	2.75 Miles	250.00	200.00	550.00
Rounding Cutbanks	729.30	9,063 lin. ft.	0.08	0.10	906.30
18" Corr. Iron Pipe	910.08	632 " "	1.44	1.50	948.00
36" " " "	283.80	66 " "	4.30	5.00	330.00
Salvage Culvert Pipe	52.50	70 " "	0.75	0.75	52.50
Selected Roadbed Topping	968.20	3,435 cu. yd.	0.28	0.25	858.75
Hauling Roadbed Topping	623.70	6,930 yd. mi.	0.09	0.10	693.00
Salvaging Surf. Mat'ls.	858.55	1,910 cu. yd.	0.45	0.30	573.00
Cr. Rock Surfacing	3,483.20	2,052 cu. yd.	1.70	1.75	3,591.00
Filler	70.63	282.5 cu. yd.	0.25	0.25	70.63
Hauling Filler	55.80	372 yd. mi.	0.15	0.10	37.20
Sprinkling	1,077.12	704 M-Gal.	1.53	1.50	1,056.00
Preparation of Base	277.75	2.75 Miles	101.00	100.00	275.00
Mineral Aggregate in Place	4,840.99	1,836.5 cu. yd.	2.63	2.60	4,774.90
SC-6 Road Oil in Place	4,161.10	142.12 tons	29.30	29.00	4,121.48
Cutback Asphalt in Seal Coat	915.06	31.252 tons	29.30	29.00	906.31
3/4"-½" Cr. Rock in Stockpile	520.04	467 cu. yd.	1.11	1.10	513.70
½"-¼" " " " "	377.29	339.9 cu. yd.	1.11	1.10	373.89
Hauling Cr. Rock Pile Measure	208.63	2,065.67 yd. mi.	0.101	0.10	206.57

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Screen Rejections in S.P.	$216.14	856 cu. yd.	0.25	0.25	214.00
Hauling Scr. Rej., Pile Meas.	171.00	1,693.14 yd. mi.	0.101	0.10	169.31
PA #1 3/4"-½" Cr. Rock in S.P.	477.73	430 cu. yd.	1.11	1.10	473.00
PA #1 ½"-¼" " " " "	316.30	284.7 cu. yd.	1.11	1.10	313.17
PA #1 Scr. Rej. in Stockpile	100.75	399 cu. yd.		0.25	99.75
PA #1 Hauling Cr. Rock	46.09	456.34 yd. mi.	0.101	0.10	45.63
PA #1 Hauling Scr. Rej., Pile Measure	4.73	46.79 yd. mi.	0.101	0.10	4.68
PA #2 9" Corr. Iron Pipe	127.50	150 lin. ft.	0.85	1.00	150.00
PA #2 Cr. Rock Backfill in Drains	45.00	30 cu. yd.	1.50	1.50	45.00
PA #3 12" Corr. Iron Pipe	52.50	42 lin. ft.	1.25	1.25	52.50
PA #4 Broken Stone Topping	2,526.30	7,377 cu. yd.	0.34	0.40	2,950.80
PA #4 Hauling Stone Topping	2,156.85	26,877.5 yd. mi.	0.08	0.10	2,687.75
PA #5 1¼"-3/4" Cr. Rock in S.P.	222.98	200.7 cu. yd.	1.11	1.10	220.77
PA #5 Hauling Cr. Rock in S.P.	51.89	513.79 yd. mi.	0.101	0.10	51.38
PA #6 Purchase SC-6 Road Oil in Bbl.	215.61	10.6 tons	20.34	20.14	213.48
PA #7 18" Corr. Iron Conn. Bands	6.76	4 each		1.69	6.76
PA #7 9" " Elbow Joint	6.30	1 "		6.30	6.30
Force Account	344.45				344.45
	$44,956.50				$45,149.22

Gross Revenue	$45,149.22
Total Cost	44,956.50
Net Profit	$192.72

Net Profit Equals 0.4% of Gross Revenue

Butte Creek Section

Detail of Cost

Labor:

Supervision	$680.00	
Labor	9,286.12	
State Industrial Accident Insurance	602.12	
Unemployment Insurance & Social Security	374.67	
		$10,942.91

Materials:

9" Corr. Iron Pipe		150 lin. ft. at 0.54	$81.00	
9" " " "	Bands	8 each at 0.86	6.88	
12" " " "		42 lin. ft. at 0.83	34.86	
12" " " "	"	1 each at 1.06	1.06	
18" " " "		632 lin. ft. at 1.12	707.84	
18" " " "	"	15 each at 1.69	25.35	
36" " " "		66 lin. ft. at 3.47	229.02	
36" " " "	"	2 each at 3.43	6.86	
18" Corr. Iron Conn.	Bands	4 each at 1.69	6.76	
9" Corr. Iron Elbow	Joint		5.80	
				1,105.43

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$8,235.00	
Truck Hire	770.43	
Gas, Oil and Grease	2,160.44	
Powder	500.00	
Small Tools, Repairs & Misc.	2,637.08	
Freight & Haulage Expense	761.38	
Sprinkling Costs	841.61	
Misc. Overhead Expense	348.60	
Bond 1% of Gross Revenue	451.49	
Home Office and General Overhead	851.50	
		17,557.53

Sub-Contracts:

O. C. Yocum and Babler Bros.

Preparation of Base	2.75 Miles at $100.00	$275.00	
Mineral Agg. in Place	1,836.5 cu. yd. at 2.60	4,774.90	
SC-6 Road Oil in Place	142.12 tons at 29.00	4,121.48	
Cutback Asphalt in Seal Coat	31.25 tons at 29.00	906.31	
Crush Rock for Surf.	2,052 cu. yd. at 1.24	2,544.48	
1¼"-3/4" Cr. Rock in S.P.	200.7 cu. yd. at 1.10	220.77	
3/4"-½" " " "	897 " " " 1.10	986.70	
½"-¼" " " " "	624.6 " " " 1.10	687.06	
Haul Crushed Rock	3,035.8 yd. mi. at 0.10	303.58	
Screen Rejections	1,255 cu. yd. at 0.25	313.75	
Haul Screen Reject.	1,739.93 yd. mi. at 0.10	173.99	
SC-6 Road Oil in Bbls.	10.6 tons at 20.14	213.48	
Deduction 1% for Bond		- 170.87	
			15,350.63
			$44,956.50

Butte Creek Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 2.75 miles of roadway. It was bid and awarded on January 6th, 1938. Work was started on January 20th, and finished August 13th, 1938.

The clearing areas consisted of scattered trees and brush throughout the length of the job. Work was commenced on January 20th and finished April 25th.

For excavation of common material the contractor brought in 2 RD-8 cats and a 12 cu. yd. scraper and dozer. Work was started April 9th, and continued until June 25th, to move 45,000 cubic yards. This low production was due partly to some bad weather and also to the "no particular hurry to finish" attitude of the contractor. Part of the solid was moved with a shovel and trucks.

Two talus top pits were designated as sources for 12,000 cubic yards of selected roadbed topping. However, the pits gave out after 3,435 cubic yards had been obtained. For the remaining quantity the contractor obtained the necessary material from a dice quarry under a price agreement.

O. C. Yocum and Babler Bros. subbed the production of crushed rock and the oiling work.

Too much of the work in this contract was sublet at good prices to warrant a fair profit. An abnormally long period of time was taken to finish a small job of this size.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2037

RECEIVED
NOV 29 1938
FOR FILING
FC #4

November 29, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2037, Butte Creek Section of the John Day Highway in Wheeler County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 9th, 1938.

The State is not advised of any unpaid claimsfor labor or material, or of the existence of any claims, debts, dues or demands incurred in theperformance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,973.10, including the final payment. Of this amount $544.45 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-36-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLATSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 27, 1938

RECEIVED
OCT 28 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

With reference to confirmation of corrections made in your office on the semi-final estimate on the Butte Creek Section of the John Day Highway in Wheeler County:

Mr. Slavens advises that he confirms the corrections, but states that he is not in accord with the following changes made on the estimate in your office:

He advises that the width of trenches for culverts were no greater than actually necessary for the installation of the pipes. However, the specifications clearly state that the width of trench excavations were to be limited to twice the diameter, so your changes are in order for this item.

The Resident Engineer advises that he believes the contractor is entitled to payment for screen rejections secured from the bunkers, but this also is not in line with the general specifications, so your interpretation is correct.

There does seem to be some doubt as to payment for the crushed rock which was used for rock backfill. The price agreement would seem to indicate clearly that the contractor was to furnish and place the rock backfill, but the Resident Engineer advises that this was not the understanding. He states that the rock was in stockpile before the price agreement was made and it was understood that the contractor would be allowed $1.50 per yard for loading, hauling and placing of the rock. To me this price seems somewhat high and as the contractor executed the price agreement, I would recommend that it be allowed to stand and the extra payment not be made for the manufacture of this amount of crushed rock.

There is being returned to you by express the following data which was sent to Slavens for confirmation of corrections:

2 books platted sections
1 book tabulation sheets
1 roll mass diagram
1 book computation sheets
3 books construction notes
1 copy final estimate

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
CC RHBaldock HGSmith

FORM S-M-1 1930 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLANZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to extra work order No. 4 on the Butte Creek Section of the John Day Highway, which order covers extra clearing and grubbing for channel changes, please be advised that this clearing was not included in the original contract.

After work on the project was started, it was found that there was insufficient right of way for two channel changes, between stations 717 to 719+50 and stations 728+50 to 729+50. Additional right of way was purchased from the Butte Creek Land and Livestock Company under date of April 26, 1938, option file No. 6055. Inasmuch as the right of way was purchased after awarding of the contract, it is apparent that this clearing was not included in the original plans.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 13th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Order for Extra Work #4 on the Butte Creek Section of the John Day Highway, for extra clearing and grubbing for a channel change.

Inasmuch as our specifications provide that a lump sum price covers all clearing to be done on the job, it will be necessary for you to furnish us with a certification stating that this channel change was not contemplated in the plans as submitted to the contractors and not a portion of the work bid upon.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

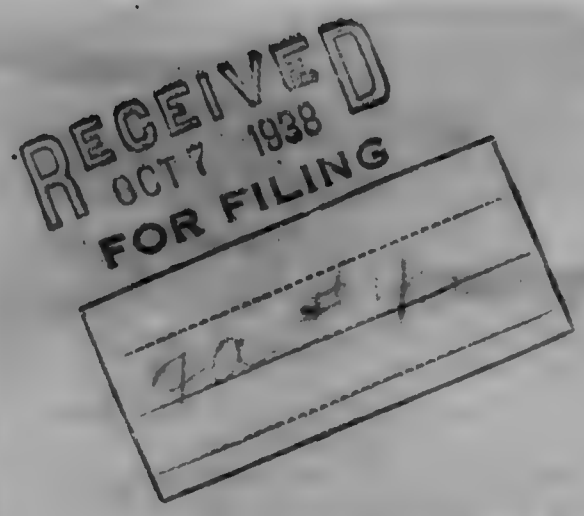
By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

#2037



October 7, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2057, for the construction of the Butte Creek Section of the John Day Highway in Wheeler County. This payment will be made on or after October 17th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-H-1 1939 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 3 - 1938
STATE HIGHWAY ENGINEER

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 3 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith request for additional project expenditure in the amount of $3680 on the Butte Creek Section of the John Day Highway in Wheeler County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc

cc R. H. Baldock

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 30, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
[illegible] Engineer

Attention Mr. H. G. Smith

Dear Sir:

The total cost of the Butte Creek Section of the John Day Highway as indicated by the semi-final estimate is $3400 in excess of the approved project authorization. We were not aware of this increased cost until all final quantities had been computed and I have checked through them very carefully to see if any negligence on the part of the engineer may have caused this overrun. I find in most instances that the overruns were unavoidable. There is a possibility that a slight saving could have been effected in the overrun of excavated quantities, had they been anticipated sooner. The total overrun in excavation is 1,068 and a considerable portion of this can be attributed to our failure to allow sufficient shrinkage for embankment quantities.

The major overrun in costs is due to high engineering expenditures. The authorization for engineering was $2546, whereas the final cost was $4850, an overrun of $2304 in this one item. I do not see how this could have been avoided, as work on the project began early in January and continued until August 15. The party was held to a minimum, but to maintain a party on the job for seven months made it impossible to hold engineering costs down to normal ratio.

As you have noted by final estimates during the current year, we have had considerable trouble in overruns by reason of greater shrinkage of embankment materials than anticipated. We are fully aware that embankments constructed as they are now with heavy equipment shrink far more than in the past and on all future locations we will try to make certain that we allow for total shrinkage that will occur and avoid overruns in excavation items.

Very truly yours

W. C. Williams
Division Engineer

WCW:dA
CC R. H Baldock

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 30, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the semi-final estimate on the Butte Creek Section of the John Day Highway in Wheeler County. Submitted with the semi-final estimate are supporting records for extra work orders 2, 3, 4, 5 and 6 as well as price agreements 5, 6, and 7.

Extra work orders 2, 3, 5, and 6 are for very small amounts totaling all together less than $100. These orders are self-explanatory and cover work which it was found necessary to perform and was not covered by the contract.

Extra work order 4, in the amount of $105, covers clearing and grubbing outside the specified right of way in order to provide additional channel change in Butte Creek found necessary during construction. You recently advised that minor clearing outside the right of way would not be considered extra work, but as near as I can determine from the general specifications for clearing and grubbing, any work outside the specified right of way should be paid for at the price bid for extra clearing and grubbing and if there be no such price bid, it would be paid for as extra work. I am therefore recommending approval of this extra work order.

Price agreement 5 is for the purchase and haul of 200 cubic yards of 1½"-3/4" rock. We have no rock of this size on the project and a small amount was needed for maintenance work. This price agreement does not mean an overrun as other sizes of crushed rock bid on by the contractor were underrun more than an amount sufficient to cover the purchase of the 1½"-3/4" size.

Price agreement 6 covers the purchase of 10.6 tons of SC-6 road oil left over at the completion of the job and barreled for future maintenance needs.

Price agreement 7 in the amount of $15.06 is for furnishing connecting bands for salvaged pipe and is [redacted] contained in the general specifications of the contract.

I am also enclosing herewith copy of Resident Engineer's letter relative to overruns and underruns. I have requested Mr. Stevens to submit immediately a request for the additional project authorization required.

Very truly yours

WCW:MA
enc.
cc R. H. Baldock

W. C. WILLIAMS
Division Engineer

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 4-d

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of _____

Oregon F.A.P. 4-A, Fossil-Butte Creek section

_____, was made by a representative

of this office on August 25, 1938. Prompt sub-

mission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Ore. FAP 4,
Butte Creek Section,
John Day Highway.

September 12, 1938

FILE 4

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr. 30637

Oregon Federal Aid Project No. 4

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1919, by the State Highway Commission of Oregon, and on January 12, 1920, by the Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on January 4, 1921 and February 25, 1937, respectively, by the said State Highway Commission, and on December 6, 1920 and March 27, 1937, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 4; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for reconstructing on improved alignment, the portion of the project between survey station 607+00 and survey station 752+00, and for placing thereon a bituminous-treated surface, thereby reducing the length of the project from 9.349 miles to 9.305 miles; and by reason thereof has requested that the estimate of cost approved for said project be increased from $221,833.62 to $263,295.62, and that the Federal funds approved and set aside to the credit of said project be increased from $111,767.70 to $137,057.70.

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred thirty-seven thousand, fifty-seven and 70/100 dollars ($137,057.70) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (b) of Article I shall read:

"From other sources: Chapter 88, Laws 1931."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 390+68.9 in the town of Fossil in the SW 1/4, Section 33, T. 6 S., R. 21 E., W. M., and survey station 924+00 near the Butte - Service Creek Divide in the NW 1/4, Section 4, T. 8 S., R. 22 E., W. M., length 9.305 miles, in Wheeler County, being Oregon Federal Aid Project No. 4, consisting of 9.305 miles of roadway and no bridges of more than 20 feet clear span."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred thirty-seven thousand, fifty-seven and 70/100 dollars ($137,057.70), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-three thousand, two hundred ninety-five and 62/100 dollars ($263,295.62), the approved total estimated cost of said project."

RECEIVED
FEB 8 - 1838
PORTLAND

The first paragraph of Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1 927; Chapter 88, Laws 1931."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 21st day of July, 1938, and the Secretary of Agriculture on the AUG 27 '38 day of _____, 1938.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By E R Kadderly
Member, State Highway Commission

By F L Fouvel C C
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W A O'Leary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 4.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 4, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 263,295.62 in lieu of the $111,767.70 approved by Certificate of March 27, 1937, as the total estimated cost of said project, and the sum of $ 137,067.70 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of AUG 27 '38 one thousand nine hundred and .....

SECRETARY OF AGRICULTURE,

By .....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4020

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 23 1938
OREGON
STATE HIGHWAY COMMISSION

FA 4

For Week Ending Final August 20, 1938

Section Butte Creek

Highway John Day

Contractor Leonard and Slate

Date of contract Jan. 6, 1938

Date work started Jan. 20, 1938

Amount of contract . . . . . $ 39 094.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 45 500.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 4 360.00, ... %

Kind of work Grading, Surfacing, and Oiling

Section prefix 35-1104

Contract number 2057

Date of completion July 31, 1938

Estimated date of completion August 13, 1938

Per cent of time elapsed 100 %

Date project was completed August 13, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

An engineering party consisting of Chas. H.Hughes, Oscar Norberg, and J.L.Forty were engaged most of the week in setting R.O.W. posts, Mile Posts, etc., in connection with the completion of engineering work on this project. These men moved to Freewater Saturday of this week.

Chas W Moore, material inspector, was transferred to J H Scott on Thursday, the 18th, of this week.

L J Forty, material inspector, was transferred to Roseburg on August 19th of this week.

The balance of this party consisting of self. L N Dow, L H Nelson, L N Dow, Chas H Hughes, Earl Barnwell, and Oscar Norberg are located at Freewater, on the Umapine-Sunnyside Section.

This will be the fiaal report on this project.

NOTED
H.N.HACKETT

Signed [signature]

Address Freewater, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.75	2.75		2.75	
Miles partially completed	none	none		none	
Miles completed	2.75	2.75		2.75	
Total estimated quantities	55 000	13 000	1 700	185	
Estimated quantities moved or placed to date	55 000	13 000	1 700	185	
Average daily quantities	0	0	0	0	
Average daily quantities necessary to complete project on time	0	0	0	0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ...; . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

5-A-1 10M 7-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOOMEY, JACKSONVILLE
H. L. SAWYER, SECRETARY

RECEIVED
AUG 15 1938
FOR FILING

RECEIVED
AUG 15 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Freewater, Oregon.

Aug. 13, 1938.

Mr. W.H. Lynch

District Engineer.

U.S. Bureau of Public Roads

Portland, Oregon.

Re.- Butte Creek Section.

Dear Sir :

Federal Aid Project No. 4, Contract No. 2057 under contract to Leonard and Slate, completed to-day August 13, 1938.

Yours truly,

C. C. Stevens

C.C.Stevens, Resident Engineer.

Box 55,

Freewater, Oregon.

C.C. R.H.Baldock.
W.C.Williams.
H.G.Smith.

NOTED
C. B. McCullough

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLANTZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 8 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

August 6, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Ia #4

Mr. W.E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sirs

NOTED
State Highway Engineer

Leonard and Slate contractors on the Butte Creek Section of the John Day Highway, Contract #2037, F.A.#4, request an extension of time of 10 days without penalty. This should be granted for the reason that there was a 6 day delay in moving from the designated topping pit to the rock quarry.

Contractor also estimates that he has been delayed 4 days by inability to place topping rock as fast as he could have placed the talus material.

Will you concur in this extension?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

RECEIVED
AUG 9 1938
FOR FILING
7a #4

August 5, 1938

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Leonard & Slate requesting an extension of time of 15 days on their Contract No. 2037, Butte Creek Section.

We also have the consent of their surety company for this extension. Please advise of your recommendations.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
August 1, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Butte Creek

Dear Sir:

Sample #26993 recently submitted for filler is very questionable as it has a P.I. of 13% and L.L. of 37%.

These screenings can possibly be used if there is no other material available locally, but an endeavor should be made to secure better material before using these screenings.

Youre very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock
C. C. Slavens,
Fossil,Ore.

FAF 4

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JUL 21 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 4
Fossil-Butte Creek Section
John Day Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Ro-

RECEIVED
JUL 18 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The extra work order for securing dice rock instead of talus rock on the Butte Creek Section of the John Day Highway in Wheeler County, has been approved in the Salem office, and you may, therefore, proceed with the work.

We may find it impossible to secure reimbursement from the Bureau for this work, as Mr. Caufield was of the opinion that such a radical change could not be paid for unless prior approval had been secured from the Chief Engineer of the Bureau in Washington.

I wish to call your attention to the requirement of the Bureau that any major change in the specifications must be approved in Washington before they can participate in the cost, and if there is any question about talus pits an alternate plan should be provided in the specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-M-1 M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 23 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 20, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Herewith price agreement No. 5 on the Butte Creek Section of the John Day Highway. This price agreement in the amount of $52.50 is to cover installation of corrugated iron pipe to be used as an irrigation crossing. This pipe is a right of way consideration and stipulated in the option of I. A. Johnson.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 3,1938

RECEIVED
MAY 4 - 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

70 pt 4

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith price agreement No. 1 on the Butte Creek Section of the John Day Highway in Wheeler County. This price agreement covers crushing of 700 cubic yards of maintenance materials in stockpile.

The contractor has a bid price on this material, which is the same as shown in the price agreement, but an additional authorization of $890 is required. Hence, the submission of this price agreement.

As you will remember, the Fossil-Kinzua Junction section was constructed with a single seal. Leakage of the oil mat during the winter resulted in considerable breakage this spring. We find it necessary to patch out and re-oil 4.2 miles of this section and this will seriously deplete our stock of maintenance materials.

For this reason, the additional 700 yards are to be crushed while the contractor is in that vicinity and, especially, at the price of $1.10, which is very reasonable.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J N. Bishop.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FA #4

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before forwarding the estimate dated March 9, 1937, as basis of the proposed modification of the agreement for Oregon F.A.P. No. 4, Fossil-Butte Creek section of the John Day Highway, we corrected the beginning station of the "Work Outside City" on the second page to 406+37 in harmony with the stationing on the first page, and showed the "Length" on page 3 as 6.545 miles.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Ilon

FORM 401 P. 9-36 10M

#2037

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

#4

6TH FLOOR YEON BUILDING
ATWATER 9521

Portland, Oregon

March 29, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

LEONARD & SLATE
Multnomah, Oregon
Original Contractor

We anticipate serving Leonard & Slate with their petroleum requirements on a State of Oregon Highway Commission contract near Fossil, Oregon, on the John Day Highway.

Will you please complete the attached form with available information in connection with this project?

For your convenience we enclose a business reply envelope. Thanks kindly for your courtesy.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Wilson

District Credit Supervisor

IETotten:B
Encls

#4

March 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Fossil-Butte Creek Section, F. A. Project No. 4, which estimate has been revised to show the correct station description for the city limit of Fossil.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dicta. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 4

FOSSIL-MIKE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, March 9, 1931

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 147,722.62
Federal Aid Paid, Roadway	$ 66,557.79
Original Length, Roadway	9.451 miles
Revised Length, Roadway	9.349 miles

FOSSIL-KINZUA JUNCTION SECTION (CONTRACT NO. 1945)

Work Within City of Fossil (Sta. 390+38.9 to 406+37)

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 0.75	7.50
3,250	cu. yds.	Common Excavation	0.20	650.00
3,250	cu. yds.	Solid Rock Excavation	0.55	1,787.50
2,800	yd. sta.	Overhaul	0.015	42.00
0.30	mile	Finishing Roadbed and Slopes	100.00	30.00
1,000	lin. ft.	Rounding Cutbanks	0.08	80.00
40	lin. ft.	18" Corr. Iron Culvert Pipe	2.10	84.00
1,200	cu. yds.	Selected Roadbed Topping	0.20	240.00
1,600	yd. mi.	Hauling Roadbed Topping	0.10	160.00
300	cu. yds.	Crushed Rock Surfacing	1.50	450.00
40	cu. yds.	Filler	0.30	12.00
40	yd. mi.	Hauling Filler	0.10	4.00
30	M-gal.	Sprinkling	1.00	30.00
0.28	mile	Preparation of Base	100.00	28.00
160	cu. yds.	Mineral Aggregate in Place	1.50	240.00
15	tons	No. 3 Road Oil in Place	27.00	405.00
		Subtotal		$ 4,359
		10% Engr. & Cont.		435
		Total		$ 4,794
		Length	0.297 mile	
		Cost per mile	$ 16,033	

Rock Outside Cikr (Sta. 405+37 to 607+0)

All Required		Clearing and Grubbing		$ 1,331.00
1,190	cu. yds.	Trench Excavation	$ 0.75	892.50
61,750	cu. yds.	Common Excavation	0.20	12,350.00
30,750	cu. yds.	Solid Rock Excavation	0.55	16,912.50
70,200	yd. sta.	Overhaul	0.015	1,053.00
10,000	yd. mi.	Truck Haul	0.10	1,000.00
3.80	miles	Finishing Roadbed and Slopes	100.00	380.00
15,000	lin. ft.	Rounding Cutbanks	0.08	1,200.00
1,130	lin. ft.	18" Corr. Iron Pipe	2.10	2,373.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	lin. ft.	36" Corr. Iron Pipe	5.25	525.00
470	lin. ft.	48" Corr. Iron Pipe	7.25	3,407.50
16,800	cu. yds.	Selected Roadbed Topping	0.20	3,360.00
22,400	yd. mi.	Hauling Roadbed Topping	0.10	2,240.00
3,900	cu. yds.	Crushed Rock Surfacing	1.50	5,850.00
460	cu. yds.	Filler	0.30	138.00
460	yd. mi.	Hauling Filler	0.10	46.00
470	M-Gal.	Sprinkling	1.00	470.00
3.82	miles	Preparation of Base	100.00	382.00
2,240	cu. yds.	Mineral Aggregate in Place	1.50	3,360.00
805	tons	No. 3 Road Oil in Place	27.00	5,535.00
				$ 63,085.50

BUTTE CREEK SECTION (CONTRACT NO. 2037)

(Sta. 607+0 to 752+80)

All Required		Clearing and Grubbing		$ 1,500.00
200	cu. yds.	Trench Excavation	$ 0.80	160.00
38,000	cu. yds.	Common Excavation	0.18	6,840.00
7,500	cu. yds.	Solid Rock Excavation	0.60	4,500.00
46,000	yd. sta.	Overhaul	0.01	460.00
15,000	yd. mi.	Truck Haul	0.10	1,500.00
2.75	miles	Finishing Roadbed and Slopes	200.00	550.00
13,500	lin. ft.	Rounding Cutbanks	0.10	1,350.00
630	lin. ft.	18" Corr. Iron Pipe	1.50	945.00
70	lin. ft.	36" Corr. Iron Pipe	5.00	350.00
110	lin. ft.	Salvaging Culvert Pipe	0.75	82.50
12,000	cu. yds.	Selected Roadbed Topping	0.25	3,000.00
18,000	yd. mi.	Hauling Roadbed Topping	0.10	1,800.00
2,000	cu. yds.	Salvaged Surfacing Materials	0.30	600.00
2,000	cu. yds.	Crushed Rock Surfacing	1.75	3,500.00
500	cu. yds.	Filler	0.25	125.00
800	yd. mi.	Hauling Filler	0.10	80.00
350	M-Gal.	Sprinkling	1.50	525.00

2.75	miles	Preparation of Base	$ 100.00	$ 275.00
1,800	cu. yds.	Mineral Aggregate in Place	2.60	4,680.00
134	tons	Type SC-6 Road Oil in Place	29.00	3,886.00
34	tons	Cutback Asphalt in Seal Coat	29.00	986.00
				$37,694.00

Subtotal	$100,709
10% Engr. & Cont.	10,070
Total	$110,779

Length 6.355 miles
Cost per mile $ 16,899

SUMMARY OF WORK REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City	$ 4,794	$ 2,925	$ 1,869
Work Outside City	110,779	67,575	43,204
	$ 115,573	$ 70,500	$ 45,073

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 38, laws 1931

Very truly yours,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
MAR - 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The estimate of January 31, 1938, for the Fossil-Butte Creek section of the John Day Highway, submitted with your letter of February 25, 1938, as a basis of a modified project agreement for Oregon F.A.P. 4-A, shows work and mileage segregated on the basis of Sta. 405+37 being the corporate limit of Fossil.

The plans show one more station within the city limits. Please notify us whether the plans are correct, and if so, submit seven copies of a corrected estimate. Meanwhile we shall hold the present estimate in this office.

We note an error of one dollar in the summation of the estimated cost of Contract 1945 outside of Fossil.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 14,1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

Dear Sir:

The sub-contract between Leonard & Slate and O. C. Yocom for furnishing crushed rock on the Butte Creek Section of the John Day Highway meets with the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
March 10, 1938

STATE HIGHWAY COMMISSION
OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. S. Smith, Construction Engineer

Dear Sir:

I hand you herewith copy of a sub-contract to be entered into between Leonard & Slate and O. C. Yocom for the crushing of rock on the Butte Creek section of the John Day highway in Wheeler County.

I recommend approval of this sub-contract. If you will advise of your approval, I will so notify the interested parties.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCh:mA

enc.

cc R. H. Baldock

RECEIVED
FEB 28 1938
PORTLAND

7A #4

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Fossil-Butte Creek Section, F. A. Project No. 4-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 4

FOSSIL-BUTTE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 147,722.62
Federal Aid Paid, Roadway	$ 66,557.70
Original Length, Roadway	9.451 miles
Revised Length, Roadway	9.349 miles

FOSSIL-KINZUA JUNCTION SECTION (CONTRACT NO. 1945)

Work Within City of Fossil (Sta. 390+58.9 to 405+37)

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 0.75	7.50
3,250	cu. yds.	Common Excavation	0.20	650.00
3,250	cu. yds.	Solid Rock Excavation	0.55	1,787.50
2,800	yd. sta.	Overhaul	0.015	42.00
0.28	mile	Finishing Roadbed and Slopes	100.00	28.00
1,000	lin. ft.	Resetting Cutbanks	0.08	80.00
40	lin. ft.	18" Corr. Iron Culvert Pipe	2.10	84.00
1,200	cu. yds.	Selected Roadbed Topping	0.20	240.00
1,600	yd. mi.	Hauling Roadbed Topping	0.10	160.00
300	cu. yds.	Crushed Rock Surfacing	1.50	450.00
40	cu. yds.	Filler	0.30	12.00
40	yd. mi.	Hauling Filler	0.10	4.00
30	M-Gal.	Sprinkling	1.00	30.00
0.28	mile	Preparation of Base	100.00	28.00
160	cu. yds.	Mineral Aggregate in Place	1.50	240.00
15	tons	No. 3 Road Oil in Place	27.00	405.00
		Subtotal		$ 4,350
		10% Engr. & Cont.		435
		Total		$ 4,785
		Length	0.279 mile	
		Cost per mile	$ 17,150	

Rock Outside Slip (Sta. 405+37 to 607+00)

All Required		Clearing and Grubbing		$ 1,398.00
1,190	cu. yds.	Trench Excavation	$ 0.75	892.50
61,750	cu. yds.	Common Excavation	0.20	12,350.00
30,750	cu. yds.	Solid Rock Excavation	0.55	16,912.50
70,200	yd. sta.	Overhaul	0.015	1,053.00
10,000	yd. mi.	Truck Haul	0.10	1,000.00
3.82	miles	Finishing Roadbed and Slopes	100.00	382.00
15,000	lin. ft.	Rounding Cutbanks	0.08	1,200.00
1,130	lin. ft.	18" Corr. Iron Pipe	2.10	2,373.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	lin. ft.	36" Corr. Iron Pipe	5.25	525.00
470	lin. ft.	48" Corr. Iron Pipe	7.25	3,407.50
16,800	cu. yds.	Selected Roadbed Topping	0.20	3,360.00
22,400	yd. mi.	Hauling Roadbed Topping	0.10	2,240.00
3,900	cu. yds.	Crushed Rock Surfacing	1.50	5,850.00
460	cu. yds.	Filler	0.30	138.00
460	yd. mi.	Hauling Filler	0.10	46.00
470	M-Gal.	Sprinkling	1.00	470.00
3.82	miles	Preparation of Base	100.00	382.00
2,240	cu. yds.	Mineral Aggregate in Place	1.50	3,360.00
205	tons	No. 3 Road Oil in Place	27.00	5,535.00
				$ 63,025.50

BUTTE CREEK SECTION (CONTRACT NO. 2057)

(Sta. 607+00 to 752+30)

All Required		Clearing and Grubbing		$ 1,500.00
200	cu. yds.	Trench Excavation	$ 0.80	160.00
38,000	cu. yds.	Common Excavation	0.18	6,840.00
7,500	cu. yds.	Solid Rock Excavation	0.60	4,500.00
46,000	yd. sta.	Overhaul	0.01	460.00
15,000	yd. mi.	Truck Haul	0.10	1,500.00
2.75	miles	Finishing Roadbed and Slopes	200.00	550.00
13,500	lin. ft.	Rounding Cutbanks	0.10	1,350.00
630	lin. ft.	18" Corr. Iron Pipe	1.50	945.00
70	lin. ft.	36" Corr. Iron Pipe	5.00	350.00
110	lin. ft.	Salvaging Culvert Pipe	0.75	82.50
12,000	cu. yds.	Selected Roadbed Topping	0.25	3,000.00
18,000	yd. mi.	Hauling Roadbed Topping	0.10	1,800.00
2,000	cu. yds.	Salvaged Surfacing Materials	0.30	600.00
2,000	cu. yds.	Crushed Rock Surfacing	1.75	3,500.00
500	cu. yds.	Filler	0.25	125.00
800	yd. mi.	Hauling Filler	0.10	80.00
350	M-Gal.	Sprinkling	1.50	525.00

2.75	miles	Preparation of Base	$ 100.00	$ 275.00
1,800	cu. yds.	Mineral Aggregate in Place	2.60	4,680.00
134	tons	Type RC-6 Road Oil in Place	29.00	3,886.00
34	tons	Cutback Asphalt in Seal Coat	29.00	986.00
				$ 37,694.00

Subtotal	$100,719
10% Engr. & Cont.	10,071
Total	$110,790

Length 6.565 miles
Cost per mile $ 16,875

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City	$ 4,785	$ 2,918	$ 1,867
Work Outside City	110,790	67,582	43,208
	$ 115,575	$ 70,500	$ 45,075

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

January 26, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2037 awarded to you on January 6, 1938, for 2.75 miles grading, surfacing and oiling on the Butte Creek Section of the John Day Highway, in Wheeler County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM S-A-1 1000 10-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~Xxxxx~~
Fossil, Oregon
Jan. 20, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W.H.Lynch
District Engineer
U.S.Bureau of Public Roads
Key Postoffice Building
Portland, Oregon

NOTED
State Highway Engineer

Re: Butte Creek Section

Dear Sir:

Work started on Federal Aid Project #4, Job Prefix 56-1104, Contract # 2037, under contract to Leonard and Slate, on Jan. 20,1938.

Very truly yours,

E.E.Kollinet, Resident Engineer

cc:
Mr. R.H.Baldock
Mr. W.C.Williams

January 12, 1938

LEONARD & SLATE
Multnomah
Oregon

Gentlemen:

We are forwarding to you today by express four copies of Contract No. 2057 which was awarded to you by the State Highway Commission on January 6, 1938, covering the grading, surfacing and oiling of the Butte Creek Section of the John Day Highway, in Wheeler County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for the approval of the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the yellow pages containing the printed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MK.

RECEIVED
JAN 10 1938
FOR FILING

E

January 7, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

The State Highway Commission on January 6, 1938, awarded you the contract for 2.75 miles grading, surfacing and oiling, also furnishing of 1,000 cu. yds. crushed rock in stock piles, on the Butte Creek Section of the John Day Highway in Wheeler County. This award was based on your low bid of $39,094.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert
Mr. H. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

January 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 4, the Butte Creek section of the John Day Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

December 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page 11 for the Butte Creek Section, F. A. Project No. 4, which page has been revised by changing the quantity appearing in the first line from "twenty (20 cubic yards)" to "sixty (60) cubic yards."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 4, the Fossil-Butte Creek Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

When submitting the project agreement estimate, please make a segregation of that portion of Contract 1945 in the City of Fossil.

Very truly yours,

W. H. Lynch
District Engineer

RECEIVED
DEC 20 1937
FOR FILING

December 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Butte Creek Section, F. A. Project No. 4.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 4

FOSSIL-BUTTE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications for the Butte Creek Section. Not as basis for modified agreement.)

Salem, Oregon, December 17, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 147,722.68
Federal Aid Paid, Roadway	$ 66,357.70
Original Length, Roadway	9.451 miles
Revised Length, Roadway	9.349 miles

Fossil-Kinzua Junction (Sta. 390+58.9 to 607+00) (Contract No. 1945)

All Required		Clearing and Grubbing		$ 1,500.00
1,200	cu. yds.	Trench Excavation	$ 0.75	900.00
65,000	cu. yds.	Common Excavation	0.20	13,000.00
34,000	cu. yds.	Solid Rock Excavation	0.55	18,700.00
73,000	yd. sta.	Overhaul	0.015	1,095.00
10,000	yd. mi.	Truck Haul	0.10	1,000.00
4.10	miles	Finishing Roadbed and Slopes	100.00	410.00
16,000	lin. ft.	Rounding Cutbanks	0.08	1,280.00
1,170	lin. ft.	18" Corr. Iron Pipe	2.10	2,457.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	lin. ft.	36" Corr. Iron Pipe	5.25	525.00
470	lin. ft.	48" Corr. Iron Pipe	7.25	3,407.50
18,000	cu. yds.	Selected Roadbed Topping	0.20	3,600.00
24,000	yd. mi.	Hauling Roadbed Topping	0.10	2,400.00
4,200	cu. yds.	Crushed Rock Surfacing	1.50	6,300.00
300	cu. yds.	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.10	50.00
500	M-Gal.	Sprinkling	1.00	500.00
4.10	miles	Preparation of Base	100.00	410.00
2,400	cu. yds.	Mineral Aggregate in Place	1.50	3,600.00
220	tons	No. 3 Oil in Place	27.00	5,940.00
				$ 67,374

Butte Creek Section (Sta. 607+00 to 752+30) (Estimated Prices)

All Required		Clearing and Grubbing		$ 1,500.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00

38,000	cu. yds.	Common Excavation	$ 0.22	$ 8,360.00
7,500	cu. yds.	Solid Rock Excavation	0.65	4,875.00
46,000	yd. sta.	Overhaul	0.02	920.00
15,000	yd. mi.	Truck Haul	0.12	1,800.00
2.75	miles	Finishing Roadbed and Slopes	350.00	962.50
13,500	lin. ft.	Rounding Cutbanks	0.10	1,350.00
630	lin. ft.	18" Corr. Iron Pipe	2.50	1,575.00
70	lin. ft.	36" Corr. Iron Pipe	5.50	385.00
110	lin. ft.	Salvaging Culvert Pipe	0.75	82.50
12,000	cu. yds.	Selected Roadbed Topping	0.30	3,600.00
18,000	yd. mi.	Hauling Roadbed Topping	0.12	2,160.00
2,000	cu. yds.	Salvaged Surfacing Materials	0.75	1,500.00
2,000	cu. yds.	Crushed Rock Surfacing	1.80	3,600.00
500	cu. yds.	Filler	0.40	200.00
800	yd. mi.	Hauling Filler	0.15	120.00
350	M-Gal.	Sprinkling	1.50	525.00
2.75	miles	Preparation of Base	100.00	275.00
1,800	cu. yds.	Mineral Aggregate in Place	2.80	5,040.00
134	tons	Type SC-6 Road Oil in Place	28.00	3,752.00
34	tons	Cutback Asphalt in Seal Coat	30.00	1,020.00
				$ 43,802.00

Subtotal	$111,176
10% Engr. & Cont.	11,117
Total	$122,293

Length 6.844 miles
Cost per mile $ 17,686

Federal Aid Funds	$ 74,600
State Funds	47,693
	$ 122,293

Oregon State Highway Department — Federal Aid Project No. 4

FOSSIL-KINZUA JUNCTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway-	$ 147,722.62
Federal Aid Paid, Roadway-	$ 66,557.70
Original Length, Roadway	9.451 miles
Revised Length, Roadway-	9.349 miles

Fossil - Kinzua Junction (STA. 390+58.9 TO 607+00) (Contract No. 1945)

All Required		Clearing and Grubbing		$ 1,500.00
1,200	cu. yds.	Trench Excavation	$ 0.75	900.00
65,000	cu. yds.	Common Excavation	0.20	13,000.00
34,000	cu. yds.	Solid Rock Excavation	0.55	18,700.00
73,000	yd. stn.	Overhaul	0.015	1,095.00
10,000	yd. mi.	Truck Haul	0.10	1,000.00
4.10	miles	Finishing Roadbed and Slopes	100.00	410.00
16,000	lin. ft.	Rounding Cutbanks	0.08	1,280.00
1,170	lin. ft.	18" Corr. Iron Pipe	2.10	2,457.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	lin. ft.	36" Corr. Iron Pipe	5.25	525.00
470	lin. ft.	48" Corr. Iron Pipe	7.25	3,407.50
18,000	cu. yds.	Selected Roadbed Topping	0.20	3,600.00
24,000	yd. mi.	Hauling Roadbed Topping	0.10	2,400.00
4,200	cu. yds.	Crushed Rock Surfacing	1.50	6,300.00
500	cu. yds.	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.10	50.00
500	M-Gal.	Sprinkling	1.00	500.00
4.10	miles	Preparation of Base	100.00	410.00
2,400	cu. yds.	Mineral Aggregate in Place	1.50	3,600.00
220	tons	No. 3 Oil in Place	27.00	5,940.00
			Subtotal	$ 67,374
			10% Engr. & Cont.	6,737
			Total	$ 74,111

Length	4.098 miles
Cost per mile	$ 18,084

Federal Aid Funds Requested-	$ 45,210
State Funds-	28,901
	$ 74,111

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

FORM A-1 (Rev. 6-37)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

4

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 24, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of November 19 having reference to questions brought up by Mr. O'Neil on the Kinzua Junction-Butte Creek Ranch project: - I will take these questions up in the order as listed by Mr. O'Neil.

1. The grade line at the north end of the project is at sub-grade line and I note that the same is being tied to the finished grade line on the adjoining section. This evidently was an overthought on the part of the locating engineer, but can be readily adjusted by slight change during construction of the project. The change of grade line will not be material enough to effect quantities to any great extent. At the south end of the project there would be no objection to extending the project to Station 755 as the right of way would not be effected and the slight increase in distance would not materially effect quantities.

2. Most of the culverts within the existing roadbed are 12 inch culverts and we have found from previous experience that it is not economical to salvage an old 12 inch pipe as the cost of salvaging is equal to the cost of new pipe and the salvaged pipe in most cases is worn. Some of the culverts will necessarily have to be salvaged as the new grade line will be below the culvert line. There has been noted on the profile, which I am submitting to you herewith, the culvert pipe to be salvaged and also noted the disposition of other culvert pipe which in the most will be abandoned. There is only one road approach that calls for a culvert pipe that being at Station 855. Salvaged culvert pipe will be suitable for installation under this road approach. No culvert pipe is required on the right side of the center line.

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Additional information re Kinsua Jet-Butte Creek Ranch project in reply to questions by Mr. O'Neil

3. We believe that proper provision has been made for taking care of all drainage. You advise that in some places one culvert pipe takes the place of two or three on the original line. This is true, but the original pipes were mostly small and in many instances were required due to adverse grade lines, which is eliminated by the new line which has a very low adverse grade.

4. I believe the 58 inch pipe at Station 644 is correctly placed and there would be no advantage of placing the pipe on an angle, which would only increase the length. The pipe was moved ahead on the line a short distance from where it would ordinarily have been placed in order that the approach road at Station 643+31 could be satisfactorily adjusted to the new road without interference from the culvert pipe. The length of the pipe is O.K. The typical section for the side channel is the same as the one shown for the main channel, having a bottom width of four feet with 1½:1 slope on the road approach side and 1:1 slope on the back side.

5. Road approaches at Station 682 are intended to replace the former approaches at 683+60 and 685+40. This is at the request of the property owner. The road aprouches at 614+50 and 622+50 will be carried on the old road at the old road intersection with the new highway so that no yardage other than a small amount of embankment at Station 622+50 and no culvert will be involved.

6. There is only one diversion dam on the project, which is at Station 720. This has been noted on the profile being returned to you. This replacement should be done by State force work.

7. There is no borrow excavation listed on the profile, but it is impossible to always state definitely that there will be no borrow on a project as quite frequently there is a change in the swell or shrinkage ratio which may result in a slight amount of borrow excavation. As the profile is balanced, there is no borrow excavation.

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #3
Subject: Additional information re Kinzua Jct-Butte Creek Ranch project in reply to questions by Mr. O'Neil — 11-24-37

8. I would recommend rock as protection for the channel changes on the project.

9. Yes, the topping and salvaged surfacing materials should both be rolled. The eight inches of gravel topping should be constructed in two courses as we find extreme difficulty in securing a smooth surface when eight inches are placed in one course.

10. I am unable to furnish you the station to station limits of the two typical sections to be used in the project, as the platted sections have been sent to your office. You may secure these station limits from the platted sections there.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT#2038

NRS 213-H Mile Bridge Sec., Nehalem Secon. Hwy. 1937

2038

NRS 213-H

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRS 213-H (1935)
Mile Bridge Section
Nehalem Highway

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreemsnt and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Jron

Appx-34506

Section H, Oregon U. S. Public Works
Highway Project No. NRS 213 (1935).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 8, 1938 by the Secretary of Agriculture, and on May 16, 1938 by the State Highway Department of Oregon, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon U. S. Public Works Highway Project No. NRS 213 (1935), Section H; and

WHEREAS, under the Reorganization Act of 1935 (Public No. 19 - 76th Cong.) and the President's first plan of Government Reorganization, effective July 1, 1939, all functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads (now the Public Roads Administration of the Federal Works Agency) are transferred to and exercised by the Federal Works Administrator, hereinafter referred to as the Administrator; and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide that the Federal funds approved and set aside to the credit of the project be increased from $35,000.00 to $39,209.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Department of Oregon and the Administrator, that the estimate be revised in the manner above indicated and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates and the sum of thirty-nine thousand, two hundred nine and no/100 dollars ($39,209.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of thirty-nine thousand, two hundred nine and no/100 dollars ($39,209.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-three thousand, seven hundred sixty-nine and no/100 dollars ($43,769.00), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on November 4 1939, and the Administrator on NOV 21 1939.

OREGON STATE HIGHWAY COMMISSION

By Henry L Cabell
Chairman, State Highway Commission

By E B Goodrich
Member, State Highway Commission

By Wm M Vaughn
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. D'Ewart
Acting Commissioner of Public Roads.

Section H, Oregon U. S. Public Works Highway Project No. NRS 213 (1935).

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon U.S.Pub.Wks.Highway (1935) for the construction of a highway designated in the records of this Department as Project No. IRS 213-H/ State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 43,769.00 in lieu of the $35,000.00 approved by Cert. of July 8, 1938 as the total estimated cost of said project, and the sum of $ 39,209.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of NOV 21 1939 one thousand nine hundred and .....

FEDERAL WORKS ADMINISTRATOR,
~~SECRETARY OF AGRICULTURE~~

By W. D. Leary
~~Chief Bureau of Public Roads~~
Acting Commissioner of Public Roads.

RECEIVED
DEC - 8 1939
TO FILE

U.S. GOVERNMENT PRINTING OFFICE 8—4830

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

NRS 213-H

November 6, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Mile Bridge Section, Project No. NRS 213-H (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

OCT 13 1939

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Ore.. NRS 213-H (1935)
Mile Bridge Section,
Nehalem Highway

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed/project modification of agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

FOR FILING

NRS 213-14

Salem, Oregon
September 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Mile Bridge Section, Project No. NRS 213-H (1935).

Since there has now become available additional unobligated 1935 NRS funds, it is our request that the Federal funds on this project be increased from $35,000.00 to $39,209.00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Project
No. NRS 213-E (1935)

[redacted] SECTION OF THE

[redacted] HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1939

Roadway (Sta. 4+52 to Sta. 17+00)

All Required		Clearing and Grubbing	$ - -	$ 200.00
20	cu. yds.	Trench Excavation	1.00	20.00
6,500	cu. yds.	Excavation, Single Classif.	0.30	1,950.00
1,800	yd. mi.	Truck Haul	0.00	0.00
0.24	mile	Finishing Roadbed and Slopes	400.00	96.00
850	lin. ft.	Rounding Cutbanks	0.09	76.50
170	lin. ft.	12" Concrete Pipe	1.00	170.00
1	only	Concrete Catch Basin	25.00	25.00
170	cu. yds.	Rip Rap	3.00	510.00
550	lin. ft.	Cable Guard Rail	1.00	550.00
300	lin. ft.	Timber Handrail	0.30	90.00
1,900	cu. yds.	Coarse Material in Surfacing	1.25	2,375.00
500	cu. yds.	1" - 0" Material in Surfacing	2.00	1,000.00
80	cu. yds.	Salvaging Surfacing Material	0.90	72.00
200	cu. yds.	Filler	0.20	40.00
200	yd. mi.	Hauling Filler	0.15	30.00
50	M-Gal.	Sprinkling	1.00	50.00
0.24	mile	Preparation of Base	500.00	120.00
800	cu. yds.	Mineral Aggregate in Place	2.60	520.00
17	tons	Tar in Place	30.00	510.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	33.00	132.00
			Subtotal	$ 8,536
			10% Engr. & Cont.	853
			Total	$ 9,389

Bridge

190	cu. yds.	Structural Excavation	$ 6.00	$ 1,140.00
20	cu. yds.	Structural Excavation Below Plans	10.00	200.00
80	cu. yds.	Class "B" Concrete	20.00	1,600.00

25	cu. yds.	Class "A" Concrete	$ 24.00	$ 600.00
200	cu. yds.	Class "B" Concrete	24.00	4,800.00
42,000	lbs.	Metal Reinforcement	0.0475	1,995.00
198,000	lbs.	Structural Steel	0.08	15,840.00
900	lin. ft.	Treated Piling	0.90	810.00
22	M-FBM	Treated Lumber	85.00	1,870.00
440	lin. ft.	Metal Headrail	5.00	2,200.00
All Required		Removal of Old Bridge		200.00
			Subtotal	$ 31,295
			10% Engr. & Cont.	3,129
			Total	$ 34,380

Length of Roadway	0.196 mile
Length of Bridge	0.040 mile
Total Length	0.236 mile
Cost per mile	$ 47,903

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	BPR (1935) Funds	State Funds
Roadway	$ 9,389	$ 8,411	$ 978
Bridge	34,380	30,798	3,582
	$ 43,769	$ 39,209	$ 4,560

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
NOV 28 1938
FOR FILING

#2038

November 28, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2038, for the construction of a bridge over Nehalem River near Vernonia on the Nehalem Secondary Highway in Columbia County, has been completed by the contractors, Warren Northwest, Inc. and that final settlement will be made by the State with said contractors for work done under said contract on or after December 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $36,392.52, including the final payment. Of this amount $53.61 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

November 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

105-1007

Mr. F. D. Eason,
Division Engineer,
Oregon State Highway Dept.
Salem, Oregon

Mr. R. H. Baldock,
State Highway Engineer,
Dear Office.

Attention: Mr. C. S. Pearson.

Dear Sir:

Attached hereto is the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the Mill Bridge Section in Columbia County.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. N. ROSS,
Office Engineer.

GNR:AM
cc R. H. Baldock
E. O. Smith

C
O
P
Y

Nov. 10, 1938
Scio, Oregon

Mr. F. D. Eason,
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

I submit explanation of overruns and underruns in excess of 10% for the Mile Bridge project in Columbia County.

Item No. 2. Trench Excavation 251.4% Overrun.
The increased quantity was caused by the installation of an additional 18" culvert at Sta. 12+41, and the outlet ditch for the road approach culvert at Sta. 9+50.

Item No. 3. Excavation, Single Classification 14.3% Underrun.
None of the allowance for overrun was required. The final quantity underruns the net estimate by only 5.7%.

Item No. 5. Finish Roadbed and Slopes 12.5% Underrun.
The special provisions prohibit payment for this work on approach roads and connections to existing roads. This reduces the original estimated quantity by the above percentage.

Item No. 6. Rounding Cutbanks All Underrun.
Cuts were made on 1½ to 1 slopes instead of 1 to 1 as designed. Rounding of cutbanks was, therefore, considered unnecessary.

Item No. 8. Concrete Catch Inlets 100% Overrun.

One additional concrete catch inlet was required for the additional 18" culvert installed under Price Agreement No. 1.

Item No. 10. Cable Guard Fence. 18.2% Underrun.
The cable guard fence was shortened to provide better access to the highway from a service station and an intersecting street.

Item No. 11. Timber Handrail. 22.3% Underrun.
This was shortened for the same reason as the Cable Guard Fence.

Item No. 12. 1" to 0" Material in Surfacing. 30.7% Underrun.
The final quantity shown was sufficient for the purpose, so this item was apparently overestimated.

Item No. 15 & 16. Filler & Filler Haul. All Underrun.

The base and surface materials contained ample fine material, therefore, none of this item was required.

Item No. 17. Sprinkling. 70% Underrun.

The surfacing materials arrived on the job in a wet condition so very little sprinkling was required.

Item No. 18. Preparation of Base. 12.5% Underrun.

This item is paid for and the underrun explained the same as that stated under Item No. 5, Finishing Roadbed and Slopes.

Item No. 20. Tar in Place. 30.5% Overrun

In order to bind the 1" - 0" surfacing material to the 1½" - 3/4" aggregate in a more satisfactory manner it was deemed advisable to increase the first spread of bituminous cement from 0.20 gal./ sq. yd. to 0.25 gal./ sq. yd.

On the 36° side of the east Y approach the shoulder area between the oiled surface and the oiled sidewalk was oiled because the gravel shoulder could not be maintained on the steep super-elevation, and on the 56° side of the same approach the entire shoulder area was oiled because no sidewalk was provided for pedestrians approaching from that direction.

The approach road from the old to the new highway was also lengthened to flatten its grade and provide better access to the Owen-Oregon mill road.

Item No. 22. Structural Excavation. 49.5% Underrun

The original estimate for this item was in error.

Item No. 23. Structural Excavation Below Elevation Shown. 82.2% Underrun

Suitable foundation material was encountered at approximately the elevation shown. Therefore, a small quantity only of this item was required.

Item No. 24. Class B Concrete. 12.1% Underrun

The allowance for overrun in this item was 11.1% none of which was needed.

Item No. 29. Treated Piling. 32.2% Underrun

The trestle piling were driven to refusal on rock which was encountered at a higher elevation than originally anticipated. This explains the underrun in this item.

Very truly yours,

Marshall Dresser
Resident Engineer.

MD:LM

cc G. S. Paxson

RECEIVED
AUG 18 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
AUG 1 1938
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.
NRS
213.H

August 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon NRS 213-H (1935), the Nehalem River Bridge, was made by a representative of this office on July 21, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM S-S-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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SEP 12 1938
FOR FILING

#2038

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 20, 1938

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Warren Northwest Incorporated completed their work on Mile Bridge Section at Vernonia, Contract No. 2038, on July 15, 1938.

Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
W. A. Reeves
Office Engineer

CAG:CM

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE July 20, 1938
Secretary

RECEIVED
JUL 25 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 213-H (1935)
Mile Bridge section
Nehalem River Highway

213-H

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By P. L. Davis
Highway Engineer

Encls.

Appr 34506

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. NRS 213-H (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of May, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto particularly the National Industrial Recovery Act (Pub.No.67,73d Cong.)approved June 16, 1933,&Act approved June 18, 1934(Pub.No.393,73d Cong.);

Whereas the Highway Department of said State submitted on the 5th day of April revised, 1937, a project statement, which was approved by the Secretary on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section II of said project which were recommended for approval by the United States District Engineer on the 22nd day of December, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, and 00/100

dollars ($35,000.00) as the share of the United States payable under said act on account of Section II of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ....from funds apportioned under act approved June 18, 1934 (Public No. 393, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

.....

.....
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+62 in the west half of Section 3 and survey station 17+00 in the east half of Section 4, T. 4 N., R. 4 W., W. M.

.....

.....

.....

.....

....., length 0.236 of a mile, in Columbia County, being Section H of Ore. U.S. Public Works Hwy. (1935) project No. HBS 213, consisting of 0.196 of a mile of roadway and one bridge each of more than 20 feet clear span, 0.040 of a mile in length.

3—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ...H... of said project shall not in any event exceed the sum of thirty-five thousand, and 00/100 dollars ($ 35,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-three thousand, seven hundred sixty-nine and 00/100 dollars ($ 43,769.00), the approved total estimated cost of Section H of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of July, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Watkins

Member, State Highway Commission
(Title of officer)

By F. L. Loveall

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W. W. Stanley

Acting Chief, Bureau of Public Roads.

5—5613

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. ~~FAS~~ S15-H (1935) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ ~~43,769.00~~ as the total estimated cost of said project, and the sum of $ ~~35,000.00~~ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of July one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By *Thos. H. MacDonald*
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

FORM S-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 13 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 12th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. Marshall Dresser
Resident Bridge Engineer
State Highway Dept.
Vernonia, Oregon

Dear Sir:

In regard to the material which the Collins Concrete Pipe Company has furnished for guardrail on the Nile Bridge, I beg to advise that it has been decided to allow them to use 10-inch rails by dapping the rails so as to fit the notch already in the post.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
G. S. Paxson
F. D. Eason

NOTED

213-H

May 17, 1938

Mr. H. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Miles Bridge Section, Project No. NRS 213-H (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

213-H

May 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 29, 1938, we are enclosing herewith two copies of the typical cross-section for the Mile Bridge Section, Project No. NRS (1935) 213-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

2 13-H

POST OFFICE BUILDING
PORTLAND, OREGON

April 29, 1938

RECEIVED
APR 30 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, for Oregon U.S.Public Works Highway project NRS 213-H (1935), Mile Bridge section of the Nehalem Highway. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

For your guidance in preparing future estimates, the Regional Office made the following comment in approving the P.S.& E.:

> "We suggest that in future detailed estimates the stationing of the beginning and end of each major bridge be given. The quantities for each bridge should be segregated, except that quantities for bridges of the same type may be combined."

Please send us two additional prints of the typical roadway section of this project for our own files. We do not need the entire sheet 2, but merely the typical section.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

FORM 401 P. 6-36 10M

#2038

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

213-H

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

March 30, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

WARREN NORTHWEST, INC.
Portland, Oregon.

As we anticipate supplying Warren Northwest, Inc. with petroleum products on their job near Vernonia, Oregon, we shall appreciate your furnishing us with the details of the contract.

Attached is a questionnaire and a business reply envelope for your convenience in mailing.

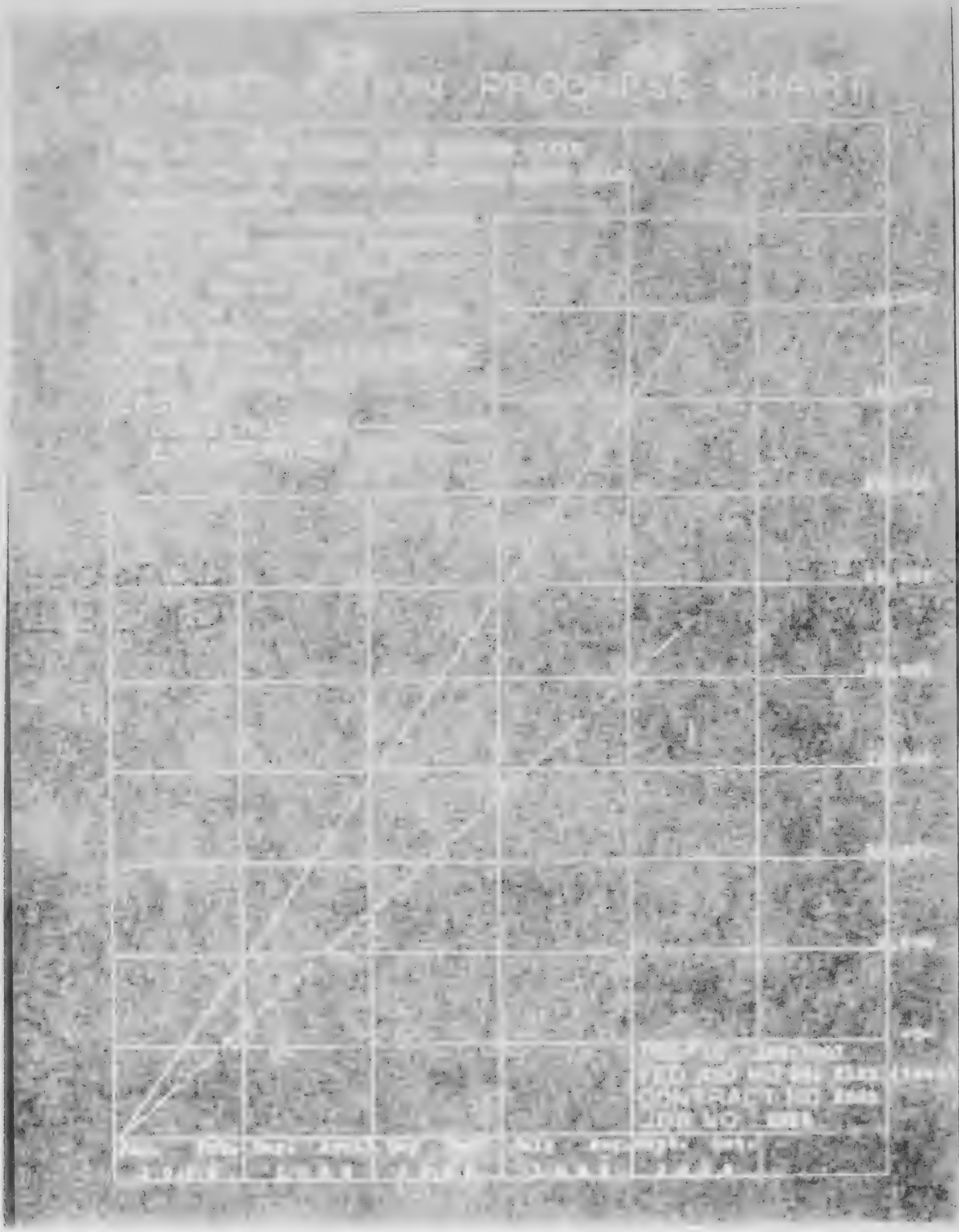
Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D E Nichols

LHarbison:B
Encls

District Credit Supervisor



RECEIVED
FEB 28 1938
FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Nile Bridge Section, Project No. BRM 213-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

National Recovery Project
No. NRA 213-H (1935)

MILL BRIDGE SECTION OF THE

MEDALIA HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1938

Roadway (Sta. 4+52 to Sta. 17+0.)

All Required		Clearing and Grubbing	$ - -	$ 200.00
20	cu. yds.	Trench Excavation	1.00	20.00
6,500	cu. yds.	Excavation, Single Classif.	0.30	1,950.00
1,800	yd. mi.	Truck Haul	0.00	0.00
0.24	mile	Finishing Roadbed and Slopes	400.00	96.00
850	lin. ft.	Rounding Cutbanks	0.09	76.50
170	lin. ft.	12" Concrete Pipe	1.00	170.00
1	only	Concrete Catch Basin	25.00	25.00
170	cu. yds.	Rip Rap	3.00	510.00
550	lin. ft.	Cable Guard Rail	1.00	550.00
300	lin. ft.	Timber Handrail	0.30	90.00
1,900	cu. yds.	Coarse Material in Surfacing	1.25	2,375.00
500	cu. yds.	1" - 0" Material in Surfacing	2.00	1,000.00
80	cu. yds.	Salvaging Surfacing Material	0.90	72.00
200	cu. yds.	Filler	0.20	40.00
200	yd. mi.	Hauling Filler	0.15	30.00
50	M-Gal.	Sprinkling	1.00	50.00
0.24	mile	Preparation of Base	500.00	120.00
200	cu. yds.	Mineral Aggregate in Place	2.60	520.00
17	tons	Tar in Place	30.00	510.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	33.00	132.00
			Subtotal	$ 8,536
			10% Engr. & Cont.	853
			Total	$ 9,389

Bridge

190	cu. yds.	Structural Excavation	$ 6.00	$ 1,140.00
20	cu. yds.	Structural Excavation Below Plans	10.00	200.00

80	cu. yds.	Class "B" Concrete	$ 20.00	$ 1,600.00
25	cu. yds.	Class "A" Concrete	24.00	600.00
200	cu. yds.	Class "D" Concrete	24.00	4,800.00
42,000	lbs.	Metal Reinforcement	0.0475	1,995.00
198,000	lbs.	Structural Steel	0.08	15,840.00
900	lin. ft.	Treated Piling	0.90	810.00
22	M-FBM	Treated Lumber	85.00	1,870.00
440	lin. ft.	Metal Handrail	5.00	2,200.00
All Required		Removal of Old Bridge		200.00
			Subtotal	$ 31,255
			10% Engr. & Cont.	3,125
			Total	$ 34,380

Length of Roadway	0.196 mile
" " Bridge	0.040 "
Total Length	0.236 "
Cost per mile	$ 47,903

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	WPA (1935) Funds	State Funds
Roadway	$ 9,389	$ 7,508	$ 1,881
Bridge	34,380	27,492	6,888
	$ 43,769	$ 35,000	$ 8,769

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
FEB 10 1938
FOR FILING

213-K

February 9, 1938

Warren Northwest, Inc.
P. O. Box #5072
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2038 awarded to you on January 7, 1938, for the construction of a bridge over the Nehalem River near Vernonia on the Nehalem Secondary Highway, in Columbia County. This is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

WARREN NORTHWEST INC.

formerly

NORTHWEST ROADS COMPANY

213-H

BOISE, IDAHO
BILLINGS, MONTANA

January 21, 1938

P.O. BOX 5072
PORTLAND, OREGON

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Subject: COLUMBIA COUNTY-MILE BRIDGE-CONTRACT 2038

Dear Sir:

We acknowledge your letter of January 11th and thank the Oregon State Highway Commission for award of the above contract to us.

All copies of this contract have been fully executed by our Company and forwarded to the Portland office of U. S. Fidelity and Guaranty Co. with a request that they execute bond and deliver these documents to the Oregon State Highway Commission.

Very truly yours,

WARREN NORTHWEST INC.

Theodore Shoemaker
President

TS:ZA

NOTED
FOR CLARIFICATION

RECEIVED
JAN 12 1938
FOR FILING

213-H

January 11, 1938

Warren Northwest, Inc.
Post Office Box 5072
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2038 which was awarded to you on January 7, 1938, by the State Highway Commission covering the construction of a bridge over the Nehalem River on the Nehalem Secondary Highway, in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on page 30 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

January 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have completed our review of plans for the Mile Bridge over Nehalem River, Oregon NHS 213-H (1935), and have found the following minor changes to be necessary:

The vertical clearance should be provided for the full width of roadway. It is noted that your specification requires 15 ft. of vertical clearance, whereas 14 ft. is specified by the A.A.S.H.O. We would have no objection to the 14 ft. clearance being provided at the curb.

It is noted that lug angles are used to connect the lower laterals. We do not see any advantage in using them and suggest they be eliminated as specifications do not permit their consideration in transmitting stress. It is also suggested that the structural steel reference be noted A 7-36 instead of A 7-34.

Very truly yours,

W. H. LYN CH
District Engineer

RECEIVED
JAN 10 19[illegible]
FOR FILING

213-H

January 8, 1938

Warren Northwest Inc.
Post office Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on January 7, 1938, awarded you the contract for 0.20 mile grading, surfacing and oiling and 210 feet timber, steel and concrete bridge construction on the Mile Bridge Section of the Nehalem Secondary Highway in Columbia County. This award was based on your low bid of $39,791.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Paxson
Mr. Mason

RECEIVED
FEB 23 1938
FOR FILING

11-5-213-H

January 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of a letter sent to prospective bidders for the Mile Bridge Section, Project No. NBS (1935) 213-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. NRS 213-H

FOR FILING

RECEIVED
JAN 10 1938
STATE HIGHWAY COMMISSION

January 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRS 213-H (1935), Mile Bridge section of the Nehalem Highway, to Warren Northwest, Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. NRS 213-H

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works project NRS 213-H (1935), the Mile Bridge section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

We have recommended the bridge plans as satisfactory for advertising subject to the condition that any revisions found necessary by our detailed check will be made prior to construction.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FOR FILING

December 16, 1937

Mr. H. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven cópies of estimate to accompany plans and specifications for the Mile Bridge Section, Project No. NRS 213-E (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Project
No. [illegible] 213-H (1935)

MILE BRIDGE SECTION OF THE

NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 16, 1937

Roadway (Sta. 4+52 to Sta. 17+00)

All Required		Clearing and Grubbing		$ 500.00
20	cu. yds.	Trench Excavation	$ 1.00	20.00
6,500	cu. yds.	Excavation, Single Classif.	0.30	1,950.00
1,800	yd. mi.	Truck Haul	0.20	360.00
0.24	mile	Finishing Roadbed and Slopes	300.00	72.00
850	lin. ft.	Rounding Cutbanks	0.10	85.00
170	lin. ft.	12" Concrete Pipe	1.25	212.50
1	only	Concrete Catch Basin	30.00	30.00
170	cu. yds.	Rip Rap	3.50	595.00
550	lin. ft.	Cable Guard Rail	1.25	687.50
300	lin. ft.	Timber Hand Rail	0.50	150.00
1,900	cu. yds.	Coarse Material in Surfacing	2.00	3,800.00
500	cu. yds.	1" - 0" Material in Surfacing	2.50	1,250.00
80	cu. yds.	Salvaging Surfacing Materials	0.75	60.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.20	40.00
50	M-Gal.	Sprinkling	2.50	125.00
0.24	mile	Preparation of Base	100.00	24.00
200	cu. yds.	Mineral Aggregate in Place	4.00	800.00
17	tons	Tar in Place	30.00	510.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	140.00
		Subtotal		$ 11,511
		10% Engr. & Cont.		1,151
		Total		$ 12,662

Bridge

190	cu. yds.	Structural Excavation	$ 5.00	$ 950.00
20	cu. yds.	Structural Excavation Below Plans	8.00	160.00

80	cu. yds.	Class "B" Concrete	$ 20.00	$ 1,600.00
25	cu. yds.	Class "A" Concrete	22.00	550.00
200	cu. yds.	Class "D" Concrete	24.00	4,800.00
42,000	lbs.	Metal Reinforcement	0.06	2,520.00
198,000	lbs.	Structural Steel	0.075	14,850.00
900	lin. ft.	Treated Piling	1.25	1,125.00
22	M-FBM	Treated Lumber	110.00	2,420.00
440	lin. ft.	Metal Handrail	5.00	2,200.00
All Required		Removal of Old Bridge		500.00
			Subtotal	$ 31,675
			10% Engr. & Cont.	3,167
			Total	$ 34,842

Length of Roadway	0.196 mile
" " Bridge	0.040 "
Total Length	0.236 "
Cost per mile	$ 64,602

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	BRS (1955) Funds	State Funds
Roadway	$ 12,662	$ 9,329	$ 3,333
Bridge	34,842	25,671	9,171
	$ 47,504	$ 35,000	$ 12,504

CONTRACT# [redacted] 2039

FA 190-I Bear Canyon Sec., Pacific Hwy. 1937

2039

RECEIVED
DEC 22 1938
FOR FILING

170-D

2039

December 21, 1938

Okems Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2039, Bear Canyon Section of the Pacific Highway in Jackson County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 31, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $107,275.02, including the final payment. Of this amount $159.81 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 19, 1938

IN REPLY PLEASE REFER TO FILE No.

190-9

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: S. H. Probert

Dear Sir:

Reference is made to Mr. Milner's letter of Dec. 16th relative to the expenditure on Contract 2039, Bear Canyon Section. A second request for Additional Authorization in the amount of $12,500.00 is enclosed, together with a copy of our letter to Mr. Smith, dated October 17th, which accompanied the original Request.

We were under the impression that the original request had been approved and returned, but search of our files indicated that it has not been. You will note that the amount is somewhat less than mentioned in Mr. Milner's letter. The $12,500.00 request covers the over-run as shown on the corrected semi-final estimate and allows an additional $250.00 for any miscellaneous charges that might accrue.

If this amount is not satisfactory, please return the enclosed Request, advising us of any other charges that should be covered and we will revise it.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock
Whitmore

R.H. Baldock

RECEIVED
FOR FILING

19-2

Final Cost Analysis - Dec. 17th, 1938
Bear Canyon Section
Pacific Highway in Jackson County
Contract 2039 Prefix 15-1118

Harold Blake, Contractor
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$2,859.25	100%		$2,000.00	$2,000.00
Trench Excavation	2,275.87	3,085.3 cu. yd.	0.74	0.75	2,313.98
Common "	6,103.89	32,127 " "	0.19	0.18	5,782.86
Solid "	76,739.79	194,363.5 " "	0.395	0.40	77,745.40
Overhaul	3,590.00	179,508 yd. sta.	0.02	0.01	1,795.08
Truck Haul	10,442.50	44,121.4 yd. mi.	0.237	0.12	5,294.57
Finishing Roadbed & Slopes	211.20	.64 Mile	330.00	300.00	192.00
Rounding Cutbanks	182.52	2,340 lin. ft.	0.078	0.08	187.20
9" Perf. Corr. Iron Pipe	1,179.90	1,380 " "	0.86	0.85	1,173.00
18" Concrete Pipe	1,003.76	474 " "	2.12	2.20	1,042.80
30" EXTR Concrete Pipe	811.78	168 " "	4.84	5.00	840.00
Rock Backfill in Drains	589.29	271.6 cu. yd.	2.17	3.00	814.80
Class "D" Concrete	5,435.90	243.94 " "	22.28	21.00	5,122.74
Metal Reinforcement	2,102.50	45,859 lb.	0.046	0.05	2,292.95
PA #1 Class "D" Concrete	432.08	19.39 cu. yd.	22.28	21.00	407.19
PA #1 Metal Reinforcement	110.54	2,411 lb.	0.046	0.05	120.55
PA #3 Purchase Metal Reinforcement	15.51	443 lb.	0.035	0.035	15.51
PA #4 Purchase 9" Perf. C.I.P.	64.80	120 lin. ft.	0.54	0.54	64.80
PA #4 " 9" Pipe Bands	9.00	12	0.75	0.75	9.00
Force Account	168.34				159.81
PA #2 Concrete Adjustment		- 41 bbl.		2.42	- 99.22
	$114,328.42				$107,275.02

Total Cost	$114,328.42
Gross Revenue	107,275.02
Net Loss	$7,053.40

Net Loss Equals 6.58% of the Gross Revenue

Contract 2039

Details of Cost

Labor:

Supervision		$1,762.87	
Labor		31,237.00	
State Industrial Accident	6½% of P/R	2,145.00	
Unemployment Compensation	3% of P/R	990.00	
Old Age Benefit	1% of P/R	330.00	
			$36,464.87

Materials:

9" Perf. C.I.P.	1600 lin. ft. at 0.54	$874.80	
9" C.I.P. Bands	162 " " " 0.75	121.50	
18" Concrete Pipe	474 " " " 1.476	699.62	
30" XSTR Conc. Pipe	168 " " " 3.05	512.40	
Metal Reinforcement	48,713 lb. " 0.035	1,704.96	
			$3,913.28

Miscellaneous:

Equipment Rental	$26,627.12	
Hired Trucks, (Including Gas, Oil and Grease)	12,473.23	
Gas, Oil and Grease	6,428.70	
Moving In	3,500.00	
Small Tools & Misc. Expense	1,205.00	
Drilling Expense	1,150.00	
Explosives - Clearing	120.00	
" Grading	14,495.00	
Class "D" Concrete	2,779.90	
Placing Metal Reinforcement	343.94	
Home Office Expense and Overhead Expense	3,754.63	
Bond	1,072.75	
		$73,950.27

Total Cost $114,328.42

Contract 2039

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 0.73 mile of highway roadbed. The contract was bid and awarded on January 7th, 1938. Work was started April 11th, and completed on September 24th, 1938.

Clearing and grubbing work was started as soon as the snow had melted sufficiently to move in equipment. Clearing area amounted to about 35 acres and was generally a sparse growth of pine, fir, hemlock, spruce and scrub oak, and few trees exceeded 12 inches in diameter. A hand labor crew of fifteen men and two RD-8 cats working one 8-hour shift per day did most of the clearing and grubbing on the project in three weeks.

Most of the excavation material was taken from two cuts. The largest cut was drilled and shot in five lifts. Holes about 4-foot centers were put down 24 feet and loaded about 0.6 lb. of powder per cubic yard. The material shot fine and made excellent digging for a 2½ cu. yd. semi-diesel shovel. Hauling equipment consisted of six 6 cu. yd. hired trucks, three RD-8 cats and two 12 cu. yd. and one 20 cu. yd. buggies, the latter mounted on 16 wheels. An RD-8 cat and dozer compacted fill material and leveled grade. The smaller cut broke into large boulders when shot and made it necessary to do considerable reshooting, though large excavating equipment eliminated some reshooting which would ordinarily have been required. The powder used in this cut amounted to about 0.67 lb. per cubic yard. The common material was taken from the ends of each cut. Drilling and blasting cost about $0.145 per cubic yard of solid excavation. The shovel moved approximately 203,000 cubic yards in 1246 hours at the rate of 163 cubic yards per hour. As the cuts were opened up the hauling grade was very steep, slowing down trucks and increasing the cost of hauling items.

Rock backfill material was taken from excavated rock and made a profit possible on this item as it was bid on the assumption that a long haul might be necessary.

Class "D" concrete and placing metal reinforcement for a 3' x 3' and a 4' x 4' box culvert were done by Oscar Joelson.

This project was efficiently managed, and the equipment was well adapted to the work. Good weather prevailed during most of the working time. Drilling and shooting expense was low which reduced the cost of moving solid rock. The cost of hauling items were high due to the shortness of the hauls and to steep grades.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Form 336—SM—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

190-2

For Week Ending November 24, 1936

Section Bear Canyon — *Kind of work* Grading

Highway Pacific — *Section prefix* 15-1118 F A 190 I (1)

Contractor Harold Blake — *Contract number* 2039

Date of contract Jan. 7, 1936 — *Date of completion* Oct. 31, 1936

Date work started Apr. 11, 1936 — *Estimated date of completion* ....., 193.....

Amount of contract . . . . . $92614. — *Per cent of time elapsed* .....%

Estimated cost of completed project, exclusive of engineering . . . . . $107274.

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $7100., ...% — *Date project was completed* Sept. 24, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rechecked the corrections made by Salem office on final estimate and returned it to division office.

Set reference points ~~xx~~ for the line Bear Canyon South.

NOTED VANSCOY

NOTED MAY 16 1936

Signed P. P. Whitmore

P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

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	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Very Windy		
Wednesday	" "		
Thursday	Fair		
Friday	"		
Saturday	"		

FORM S-A-1 ICM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 17, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Below please find explanation of over-runs and under-runs on Contract Items, Bear Canyon Section of the Pacific Highway Contract No. 2039:

2. Trench Excavation - Over-run 17843 cubic yards
This over-run was caused by our inability to find satisfactory foundations for the concrete box culverts until we had excavated deeper than we had originally anticipated.

3. Common Excavation - Under-run 14948.7 cubic yards
The under-run in this item was due to there being more rock in the job than we figured, although we had test holes with which to aid in original classification, these holes did not reveal the true condition of the materials.

4. Solid Rock Excavation - Over-run 42447.8 cubic yards
The over-run in this item was due to overbreak, failure of the slopes to stand on as steep a slope as we anticipated and for the reason that the test holes we dug for the preliminary classification failed to truly reveal the nature of the material, with the result that there was much more rock in the cuts and less common than we originally figured.

5. Overhaul -
This item was within 10% of estimate.

6. Truck Haul - Over-run 5121.4 yard miles
This over-run was due to an over-run in the excavated quantities and to the fact that they were hauled farther than originally anticipated.

7. Finishing Roadbed and Slopes - Under-run 0.05 of a mile
This under-run was due to not finishing the fills to the ends of the project. In order to secure the best compaction, the fills were sloped down and not brought

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NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

#8
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to grade.

8. Rounding Cutbanks - Under-run 2460 lineal feet
This under-run was due to rock cuts which were not rounded.

9. 9" Perforated Corrugated Iron Pipe - Under-run 620 lineal feet.
This item under-ran because we found that we did not need as much perforated pipe as was originally anticipated.

10. 18" Concrete Pipe - Under-run 106 lineal feet
This saving in pipe was effected by changes in location of pipes and failure to need the allowance made in the preliminary estimate.

11. 30" Extra Strength Concrete Pipe - Over-run 8 feet
This over-run was due to extra width on fill which increased length of pipe.

12. Rock Backfill in Drains - Under-run 428.9 cubic yards
Under-run due to elimination of a part of the perforated iron pipe.

13. Class "D" Concrete - Under-run 6.67 cubic yards
This under-run was due to not requiring the allowance included in the preliminary estimate.

14. Metal Reinforcement - Under-run 3,250 pounds
Under-run due to under-estimation in making preliminary estimate.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Probert
Baldock

RECEIVED
NOV 10 1938
FOR

190-9

#2039
S

November 10, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 2039, Bear Canyon Section of the Pacific Highway in Jackson County. This payment will be made on or after November 19, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

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NOV 7 1938
FOR FILING
190-2

#2039
B

November 7, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 3, enclosing three copies of a notice of claim by Hoard-Cooper Corporation against Harold Blake, contractor, in the amount of $450.00, for work on the Bear Canyon Section, Jackson County, being State Highway Commission Contract No. 2039.

We have noted this claim in our records of this job and are today advising the contractor and his surety thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 7, 1938

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Korn, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

Enclosed find a copy of a notice of claim received from Hon. Earl Snell, Secretary of State, advising of the claim of Howard Cooper Corporation against Harold Blake for rental of equipment used by said contractor in the grading of Bear Canyon Section of the Pacific Highway, in Jackson County, in the performance of State Highway Commission Contract No. 2039.

Inasmuch as you are surety for the contractor on this job, we are sending you this notice for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Harold Blake

Encl.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

November 3, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Howard-Cooper Corporation for $450.00 against the bond taken from Harold Blake Company for work on the Bear Canyon Section, Jackson County, Job No. 2039, which was received and filed in this office on October 21st.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:R
enc. 3

REFERRED TO
BY SECRETARY

COPY

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Oct. 20, 1938

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Howard-Cooper Corporation, has a claim for equipment rentals in the sum of $450.00, against the bond given by the surety on job No. 2039, Bear Canyon Section, Jackson County, Harold Blake Company, contractor.

This rented equipment was supplied to O. E. Joelson, sub contractor under the Harold Blake contract. We are attaching hereto statement itemizing the rentals composing this balance.

Yours truly,

HOWARD-COOPER CORPORATION
B. A. WILSON
B. A. Wilson

BW:PL
enc.

* * * * * *

STATEMENT OF EQUIPMENT RENTALS TO O. E. JOELSON, MEDFORD, OREGON
on
JOB NO. 2039, BEAR CANYON SECTION, JACKSON COUNTY.

March 28, 1938 Inv. I-2250		
Rental of:		
7 DLR Jaeger Concrete Mixer, serial #64150	1	
M-13 White Gas Vibrator, serial #207	1	
From April 1, 1938 to May 1, 1938		150.00
April 25, 1938 Inv. I-2384		
Rental of:		
7 DLR Jaeger Concrete Mixer, serial #64150	1	
M-13 White Gas Vibrator, serial #207	1	
From May 1, 1938 to June 1, 1938		150.00
May 27, 1938 Inv. I-2552		
Rental of:		
7 DLR Jaeger Concrete Mixer, serial #64150	1	
M-13 White Gas Vibrator, serial #207	1	
From June 1, 1938 to July 1, 1938		150.00
Total		450.00

Endorsed: File No. 2821
Filed October 21, 1938
PAUL SNELL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH,
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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NOV - 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

194-C

Nov. 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, Price Agreement No. 4 Bear Canyon Section of the Pacific Highway, covering the purchase of pipe which the contractor had on hand upon the completion of the work.

It is recommended that this Agreement be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock

Form 5-4-1 (Rev. 5-29)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

190--

Nov. 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are sending to you, today, by express, final records on the Bear Canyon Grading Job, Contract 2039, as per the attached letter from P. P. Whitmore.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

enc

cc: Baldock ✓
Probert
McCallister

FORM S-A-1 1M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Oct. 19, 1930

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

In ordering the 9" perforated pipe for use on the Bear Canyon Section of the Pacific Highway, the Resident Engineer ordered more than was actually installed and there is left on hand 120' of pipe and 12 connecting bands.

I am sending, herewith, Price Agreement covering purchase of the surplus material by the State, which I would recommend be approved by you.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 17, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

Dear Sir:

I am sending, herewith, for your consideration, an Authority For Additional Expenditure on the Bear Canyon Section of the Pacific Highway. The over-run in the trench excavation was due to the unstable foundation encountered in the construction of the box culverts, necessitating more yardage than originally anticipated.

The over-run in other types of excavation was due to two causes:

1. After the ground was cleared, we could see that there was need for additional ditches and terraces to prevent slides and this work caused an over-run of 9029.3 cubic yards divided as follows:

   a. Preparation of fill foundations by the removal of unsuitable materials - 2605.3 cubic yards.

   b. Construction of large drain ditches - 1803.7 cubic yards.

   c. Slide correction which comprised the construction of a counterbalance at Station 688+65 to Station 691+50 where our fill began to give away and the removal of material above the roadbed that threatened to slide upon the road. These two items accounted for 4620.3 cubic yards.

2. The over-run in quantities within the roadbed section was due to failure of the slopes to stand on the 1/2 : 1 to which they had been figured and to the daylighting of one of the cuts. The figures on this item are as follows:

Total Excavated in Roadbed Section	217,413.1 C.Yd.
Net Quantities in Contract	180,527.0 "
	36,886.1 C.Yd.

#2
HGS

Forwarded from sheet #1	36,886.1 C.Yd.
Less Allowance in Contract	18,473.0 "
Over-run	18,413.1 C.Yd.

Very truly yours,

K. D. LYTLE
Division Engineer

enc

cc: Baldock

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
OCT 14 1938
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 190-I, Bear Canyon section, Pacific Highway, was made by a representative of this office on September 22, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jno

RECEIVED
OCT 8 1938
FOR FILING
170-9

#2039

October 7, 1938

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention Mr. R. A. Wilson

Dear Sirs:

In response to your inquiry of October 5 you are advised that the Harold Blake Contract, No. 2039, Bear Canyon Section, Jackson County, was completed September 24, 1938. This contract was accepted by the Highway Commission September 28, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED

D. I. COOPER, PRESIDENT
ROY E. NELSON, VICE PRES.
E. C. LUNDQUIST, SECY-TREAS.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO
SEATTLE, WASH.
SPOKANE, WASH

Oct. 5, 1938

State Highway Department
State of Oregon
Salem, Oreg.

Gentlemen:

Will you kindly advise us the job number, description of job, date of completion and acceptance, if it has been accepted, and bonding company, of the following described State Highway Project:

Harold Blake - Contractor
O. E. Joelson - Sub Contractor, doing cement work
The job located south of Ashland near the California line on Highway 99--straightening and re-aligning highway.

We would appreciate having this information as soon as convenient.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. S. GLASOVER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 7 1938
FOR FILING

IN REPLY PLEASE REFER TO FILE NO.

October 5, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. C. Smith

Dear Sir:

Enclosed are six copies of Price Agreement No. 2 covering the cement adjustment on the Bear Canyon Section revised in accordance with Mr. Probert's letter of September 15th.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:C

encs

cc: Baldock ✓
Probert

RECEIVED
OCT 6 38
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE
H. B. SEABYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

190-F

IN REPLY PLEASE
REFER TO FILE NO.

October 4,1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are enclosing a copy of a letter from Mr. Maltmore relative to the resident engineer's cement receipts on the Bear Canyon Section. Our records indicate that both copies of the receipts were forwarded to your office with the original Price Agreement.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

H. B. Sipprell
ffice Engineer

RBS:G
enc

cc: Baldock

FORM S-A-1 ISM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Sept. 8, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Enclosed are six copies each of Price Agreement No. 2 and No. 3, together with supporting invoices for each, covering the cement adjustment and adjustment on metal reinforcement on the Bear Canyon Section of the Pacific Highway.

The computations for quantities on these items have already been submitted to the Bridge Department.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

enca

cc: Baldock
Paxson

RECEIVED
SEP 16 1938
FOR FILING

190-2

Cost Analysis to Aug. 15, 1938
Bear Canyon Section
Pacific Highway in Jackson County
Contract 2039 Prefix 15-1118

Harold Blake, Contractor
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$2,510.63	95%			$1,900.00
Trench Excavation	1,917.99	2,658 cu. yd.	0.722	0.75	1,993.50
Common "	5,402.00	29,200 " "	0.185	0.18	5,256.00
Solid "	56,160.00	144,000 " "	0.390	0.40	57,600.00
Overhaul	4,800.00	160,000 yd. sta.	0.03	0.01	1,600.00
Truck Haul	9,798.52	28,000 yd. mi.	0.35	0.12	3,360.00
Finishing Roadbed & Slopes	60.00	0.2 mile	300.00	300.00	60.00
Rounding Cutbanks	80.00	1,000 lin. ft.	0.08	0.08	80.00
9" Perf. Corr. Iron Pipe	938.90	1,102 " "	0.852	0.85	936.70
18" Concrete Pipe	693.97	345 " "	2.012	2.20	759.00
30" EXTR Concrete Pipe	792.67	168 " "	4.718	5.00	840.00
Rock Backfill in Drains	228.96	212 cu. yd.	1.08	3.00	636.00
Class D Concrete	4,865.08	239 " "	20.35	21.00	5,019.00
Metal Reinforcement	2,045.08	45,800 lb.	0.045	0.05	2,290.00
PA #1 Class D Concrete	386.76	19 cu. yd.	20.35	21.00	399.00
" Metal Reinforcement	107.17	2,400 lb.	0.045	0.05	120.00
EWA #1 Reset Forms	52.77				52.77
EWA #2 Clearing	106.56				106.56
	$90,947.06				$83,008.53

Total Cost	$90,947.06
Gross Revenue	83,008.53
Net Loss	$7,938.53

Net Loss Equals 9.56% of Gross Revenue

NOTED
State Highway Engineer

Contract 2039

Detail of Cost

Labor:			
Supervision		$4,683.58	
Labor		22,094.63	
State Industrial Accident 6½% of P/R		1,740.58	
Unemployment Compensation 3% of P/R		803.35	
Old Age Benefit 1% of P/R		267.78	
			$29,589.92
Materials:			
9" Perf. Corr. Iron Pipe	1102 lin. ft. at 0.563	$620.43	
9" C.I.P. Bands	55 bands at 0.764	42.02	
18" Concrete Pipe	345 lin. ft. at 1.476	509.22	
30" XSTR Concrete Pipe	168 lin. ft. at 3.05	512.40	
Metal Reinforcement	48200 lb. at 0.035	1,687.00	
			$3,371.07
Miscellaneous:			
Equipment Rental		$20,607.00	
Hired Trucks (Incl. Gas, Oil and Grease)		10,699.82	
Gas, Oil and Grease		4,587.47	
Move In 88% of 3,500.00		3,080.00	
Miscellaneous Small Tools		800.00	
Drilling Expense		1,070.00	
Explosives (Excavation)		10,360.00	
Explosives (Clearing)		120.00	
Overhead Expense		2,075.21	
Home Office Expense		830.09	
Bond 1% of Revenue		830.09	
Work Done by Oscar Joelson:			
Class D Concrete	258 cu. yd. at 20.00 (labor deducted)	2,564.89	
Placing Metal Reinforcement	48,200 lb. at 3/4 cents	361.50	
			$57,986.07
	Total Cost		$90,947.06

Contract 2039

REMARKS:

This is a Regular Federal Aid Project and consists of the construction of 0.73 miles of highway roadbed. The contract was bid and awarded January 7th, 1938. Work was started April 11th, and to August 15th, 1938 had been 88% completed.

Clearing and grubbing work was started as soon as the snow had melted sufficiently to move in equipment. Clearing area amounted to about 35 acres and was generally a sparse growth of pine, fir, hemlock, spruce and scrub oak, and few trees exceeded 12" in diameter. A hand labor crew of fifteen men and two RD-8 cats working one 8-hour shift per day, did most of the clearing and grubbing on the project in three weeks.

Most of the excavation to date has come from two cuts. The largest cut was drilled and shot in five lifts. Holes about 4' centers were put down 24 feet and loaded about 0.6 lb. of powder per cubic yard. The material shot fine and made excellent digging for a 2½ cu. yd. semi-diesel shovel. Hauling equipment consisted of six 6 cu. yd. hired trucks, three RD-8 cats and two 12 cu. yd. and one 20 cu. yd. buggies, the latter mounted on 16 wheels. An RD-8 cat and dozer compacted fill material and leveled grade. The smaller cut broke into large boulders when shot and made it necessary to do considerable reshooting, though large excavating equipment eliminated some reshooting which would ordinarily have been required. The powder used in this cut amounted to about 0.67 lb. per cubic yard. The common material was taken from the ends of each cut. Drilling and blasting cost about 0.13 per cubic yard of solid excavation. The shovel moved approximately 159,000 cubic yards in 969 hours at the rate of 164 cubic yards per hour. As the cuts were opened up the hauling grade was very steep, slowing down the trucks and increasing the cost of hauling items.

Rock backfill material was taken from excavated rock and made a profit possible on this item as it was bid on the assumption that a long haul might be necessary.

Class D Concrete and placing metal reinforcement for a 3' x 3' and a 4' x 4' box culvert were done by Oscar Joelson.

Hauling items have been the main sources of loss on this job, and it now appears that the loss will increase as the job progresses.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
P.H. Baldock

7-1 190-J

COST ANALYSIS TO JULY 15, 1938

Bear Canyon Section
Pacific Highway in Jackson County
Contract 2039 Prefix 15-1118
Harold Blake, Contractor
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$2,510.64	95%				$1,900.00
Trench Excavation	1,917.99	2,658	cu. yd.	0.722	0.75	1,993.50
Common Excavation	2,266.76	12,200	cu. yd.	0.186	0.18	2,196.00
Solid Excavation	38,462.63	99,000	cu. yd.	0.389	0.40	39,600.00
Overhaul	3,300.00	110,000	yd. sta.	0.030	0.01	1,100.00
Truck Haul	7,200.00	20,000	yd. mi.	0.360	0.12	2,400.00
9" Perf. Corr. Iron Pipe	915.39	1,074	lin. ft.	0.852	0.85	912.90
18" Concrete Pipe	693.97	345	lin. ft.	2.012	2.20	759.00
30" Extra Strength Concrete Pipe	792.67	168	lin. ft.	4.718	5.00	840.00
Rock Backfill	228.96	212	cu. yd.	1.080	3.00	636.00
Class "D" Concrete	4,801.68	234	cu. yd.	20.520	21.00	4,914.00
Metal Reinforcement	2,045.08	45,800	lbs.	0.045	0.05	2,290.00
PA #1 Class "D" Concrete	368.26	18	cu. yd.	20.520	21.00	378.00
" Metal Reinforcement	107.17	2,400	lbs.	0.045	0.05	120.00
Extra Work Order #1	52.77					52.77
	$65,663.97					$60,092.17

Total Cost	$65,663.97
Gross Revenue	60,092.17
Net Loss	5,571.80

Net Loss Equals 9.27% of Gross Revenue

Bear Canyon Section

Details of Cost

Labor:

Supervision		$ 965.96	
Labor		19,510.76	
State Industrial Accident 6½% of P/R		1,330.99	
Unemployment Compensation 3% of P/R		614.30	
Old Age Benefit 1% of P/R		204.77	
			$22,626.79

Materials:

9" Perf. Corr. Iron Pipe	1,074 lin. ft. at 0.563	604.66	
9" Corr. Iron Bands	54 at 0.764	41.26	
18" Concrete Pipe	345 lin. ft. at 1.476	509.22	
30" Extra Strength Concrete Pipe	168 lin. ft. at 3.05	512.40	
Metal Reinforcement	48,200 lbs. at 0.035	1,687.00	
			3,354.54

Miscellaneous:

Equipment Rental	14,316.00	
Hired Trucks (includ. G.O.G.)	8,201.11	
Gas, Oil and Grease	3,309.20	
Move In 63% of 3,500.00	2,205.00	
Miscellaneous Small Tools	600.00	
Drilling Expense	900.00	
Explosives (Excavation)	4,470.00	
Explosives (Clearing)	120.00	
Overhead Expense 2½% of Revenue	1,501.38	
Home Office Expense 1% of Revenue	600.92	
Bond 1% of Revenue	600.92	
Work done by Oscar Joelson		
Class "D" Concrete 252 cu. yds. at 20.00 (Labor deducted)	2,496.61	
Placing Metal Reinforcement 48,200 lbs. at 3/4 ¢	361.50	
		39,682.64

Total Cost $65,663.97

Bear Canyon Section

REMARKS:

This is a regular Federal Aid Project and consists of the construction of 0.73 miles of highway roadbed. The contract was bid and awarded Jan. 7, 1938. Work was started April 11, and to July 15, 1938 had been 63% completed.

Clearing and grubbing work was started as soon as the snow had melted sufficiently to move in equipment. Clearing area amounted to about 35 acres and was generally a sparse growth of pine, fir, hemlock, spruce and scrub oak, and few trees exceeded 12" diameter. A hand labor crew of fifteen men and two RD 8 cats working one eight hour shift per day did most of the clearing and grubbing on the job in three weeks.

Most of the excavation to date has come from two cuts. The largest cut was drilled and shot in five lifts. Holes about 4' centers were put down 24' and loaded about 1/3 pound of powder per cubic yard. The material shot fine and made excellent digging for a 2½ cubic yard semi-diesel shovel. Hauling equipment consisted of six 6 yard hired trucks, three RD 8 cats and two 12 yard and one 20 yard buggies, the latter mounted on 16 wheels. An RD 8 cat and dozer compacted fill material and leveled grade. The smaller cut broke into large boulders when shot and made it necessary to do considerable reshooting, though large excavating equipment eliminated some reshooting which would ordinarily have been required. The common material was taken from the ends of each cut. Drilling operations cost about 0.12 per cubic yard. The shovel moved approximately 105,000 cubic yards in 632 hours at the rate of 166 cubic yards per hour. As the cuts were opened up the hauling grade was very steep, slowing down the trucks and increased the cost of hauling items.

Rockback fill material was taken from excavated rock and made a profit possible on this item as it was bid on the assumption that a long haul might be necessary.

Class "D" concrete and placing metal reinforcement for a 3x3 and a 4x4 box culvert were done by Oscar Joelson.

It does not appear that the loss to date will be greatly reduced as the work progresses, however, the percentage of loss will probably be less as the revenue increases.

E. H. Clymer
Cost Analyst

By . . M. G. Smith
Asst. Cost Analyst

RECEIVED
MAY 24 1938
FOR FILING
190-I

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAY 12 1938
OREGON
STATE HIGHWAY COMMISSION

PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Oregon F.A.P. 190-I
Bear Canyon section
Pacific Highway

May 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Apr. 33691

Form P. R. 2

State ..... Oregon .....

Federal Aid Project No. ..... 190-I .....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of April, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 19 32, a project statement, which was approved by the Secretary on the 17th day of December, 19 32, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I of said project which were recommended for approval by the United States District Engineer on the 21st day of December, 19 37; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-two thousand, one hundred fifty and 00/100 dollars ($ 62,150.00) as the share of the United States payable under said act on account of Section I of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 656+60 in the SW 1/4, Sec. 33, T. 40 S., R. 2 E., W. M., and survey station 695+00 in the NE 1/4, Sec. 4, T. 41 S., R. 2 E., W. M.

, length 0.727 of a mile, in Jackson County, being Section 1 of Oregon Federal Aid project No. 190, consisting of 0.727 of a mile of roadway and no bridges, each of more than 20 feet clear span,

of

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I of said project shall not in any event exceed the sum of sixty-two thousand, one hundred fifty and 00/100 dollars ($62,150.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred one thousand, eight hundred seventy-five and 00/100 dollars ($101,875.00), the approved total estimated cost of Section I of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2d day of May, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Hodges

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

5—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 190-I State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 101,875.00 as the total estimated cost of said project, and the sum of $ 62,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2d day of May one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4629

RECEIVED
APR 8 1938
FOR FILING
190-I

April 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Bear Canyon Section, Project No. F. A. 190-I.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE

(Stencil #28) BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 190-I
Bear Canyon section
Pacific Highway

190-1

POST OFFICE BUILDING
PORTLAND, OREGON

March 30, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
FOR FILING
1938

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bear Canyon Section, F. A. Project No. 190-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 190-I

BEAR CANYON SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 28, 1930

All Required		Clearing and Grubbing		$ 2,000.00
1,300	cu. yds.	Trench Excavation	$ 0.75	975.00
47,000	cu. yds.	Common Excavation	0.18	8,460.00
152,000	cu. yds.	Solid Rock Excavation	0.40	60,800.00
190,000	yd. sta.	Overhaul	0.01	1,900.00
39,000	yd. mi.	Trunk Haul	0.12	4,680.00
0.73	mile	Finishing Roadbed and Slopes	300.00	219.00
4,800	lin. ft.	Rounding Cutbanks	0.08	384.00
2,000	lin. ft.	9" Perforated Corr. Iron Pipe	0.85	1,700.00
580	lin. ft.	18" Concrete Pipe	2.20	1,276.00
160	lin. ft.	30" Extra Strength Concrete Pipe	5.00	800.00
500	cu. yds.	Rock Backfill in Drains	3.00	1,500.00
270	cu. yds.	Class "D" Concrete	21.00	5,670.00
45,000	lbs.	Metal Reinforcement	0.05	2,250.00
			Subtotal	$ 92,614
			10% Engr. & Cont.	9,261
			Total	$ 101,875

Length 0.727 mile
Cost per mile $ 140,130

Federal Aid Funds Requested- $ 62,150
State Funds- 39,725

$ 101,875

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

January 26, 1938

Mr. Harold Blake
400 N. Thompson
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2039 awarded to you on January 7, 1938, for 0.73 mile grading on the Bear Canyon Section of the Pacific Highway, in Jackson County.

This copy is being sent to you for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

FOR FILING

January 12, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sirs

We are forwarding to you today by express four copies of Contract No. 2059 which was awarded to you on January 7, 1938, by the State Highway Commission, covering the grading of the Bear Canyon Section of the Pacific Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to the State Highway Commission for their approval. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to carry on your work under this contract in strict conformance with the terms of this Act.

Your attention is also called to the mimeographed page immediately preceding the printed yellow pages entitled "SPECIAL PROVISIONS" relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHK.

JAN 10 1938
FOR FILING

190-a

January 8, 1938

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission on January 8, 1938, awarded you the contract for 0.73 mile grading on the Bear Canyon Section of the Pacific Highway in Jackson County. This award was based on your low bid of $92,614.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RM

cc - Mr. Probert
Mr. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 190-2

POST OFFICE BUILDING
PORTLAND, OREGON

January 7, 1938

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 190-I, the Bear Canyon section of the Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

7.2 11

December 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 15th requesting a revision in location and description of Oregon Federal Aid Project No. 190 as included in your 1938 program of regular Federal Aid Highway Funds.

In conformity with that request, the program description for this project has been changed from "1-1/2 Mi. S. of Bear Canyon to 0.25 Mi. N. of California Line" to "1.0 Mi. S. of Siskiyou Mt. Summit south to Bear Canyon". The change in length from 1.4 miles to 0.73 mile has also been approved.

Very truly yours,

W. H. LYNCH
District Engineer

Aldrich

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

F 190-2-ING

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 15th requesting a revision in location and description of Oregon Federal Aid Project No. 190 as included in your 1938 program of regular Federal Aid Highway Funds.

In conformity with that request, the program description for this project has been changed from "1-1/2 Mi. S. of Bear Canyon to 0.25 Mi. N. of California Line" to "1.0 Mi. S. of Siskiyou Mt. Summit south to Bear Canyon". The change in length from 1.4 miles to 0.73 mile has also been approved.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 190-2

RECEIVED
DEC 22 1937
STATE HIGHWAY ENGINEER

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 190-I, the Bear Canyon section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

The table of steel details for the 4 x 4 culvert has not been expanded to cover the heights of fill to 90 feet. We are recommending the submitted plan as satisfactory for advertising, subject to the condition that you furnish completed plan sheets at an early date.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. ANDREWS
Senior Highway Engineer

December 16, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Bear Canyon Section, F. A. Project No. 190-I.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 190-E

BEAR CANYON SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 16, 1937

All Required		Clearing and Grubbing		$ 2,000.00
1,300	cu. yds.	Trench Excavation	$ 1.00	1,300.00
47,000	cu. yds.	Common Excavation	0.22	10,340.00
152,000	cu. yds.	Solid Rock Excavation	0.54	82,080.00
190,000	yd. sta.	Overhaul	0.02	3,800.00
39,000	yd. mi.	Truck Haul	0.15	5,850.00
0.73	mile	Finishing Roadbed and Slopes	500.00	365.00
4,800	lin. ft.	Rounding Cutbanks	0.10	480.00
2,000	lin. ft.	9" Perforated Galv. Iron Pipe	1.50	3,000.00
580	lin. ft.	18" Concrete Pipe	2.50	1,450.00
160	lin. ft.	30" Extra Strength Concrete Pipe	5.00	800.00
500	cu. yds.	Rock Backfill in Drains	2.50	1,250.00
270	cu. yds.	Class "D" Concrete	25.00	6,750.00
45,000	lbs.	Metal Reinforcement	0.06	2,700.00
		Subtotal		$ 122,165
		10% Engr. & Cont.		12,216
		Total		$ 134,381

Length — 0.727 mile

Cost per mile — $ 134,843

Federal Aid Funds Requested	$ 82,000
State Funds	54,381
	$ 134,381

RECEIVED
DEC 15 1937
FOR FILING
190-A

December 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As a minor change in our 1938 Program of Regular Federal Aid Projects, we request permission to change the termini for Project No. 190 from those stated in the approved program, to the following:

"1.0 mi. south of Siskiyou Mt.
summit, south to Bear Canyon."

This change is made necessary by the fact that we have not yet been able to reach an agreement with the State of California as to the exact point at which the final location is to intersect the state line. Until a decision on that point is reached, we cannot safely proceed with construction on the unit described in the approved program.

The length of the unit now proposed to be constructed is 0.73 mile. It is proposed to call the unit the "Bear Canyon Section."

Plans for the project will be submitted within the next day or two, and we would like, if possible, to include the project in the group for which bids are to be received on January 6th and 7th.

Very truly yours,

State Highway Engineer

FORM S-A-1 10M 7-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

1904 d

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC - 1937
COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Dec. 6th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

Attached please find Estimate of Cost and Tabulation of Quantities on the Keith-Bear Creek Section of the Pacific Highway. These are to be attached to the special provisions which were sent to you last Saturday.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
R. H. Baldock, State Highway Engineer

FORM S-A-1 10M 7-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

1937

RECEIVED
DEC 7 1937
FOR FILING
Contract Engineering

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
RECEIVED
DEC - 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE No.

Dec. 4th, 1937.

NOTED
C. B. McCullough

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith special provisions covering the Keith-Bear Creek Section of the Pacific Highway. You will note that I have changed the south end of the job from station 694+20 to station 695+00. This was done in order to include the construction of the culvert in Bear Creek.

I am also including right of way chart on which is shown the clearing limits.

The tabulation of quantities and the estimate of cost will be sent in tomorrow.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
C. B. McCullough

FORM S-A-1 6M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 14 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 11th, 1937

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have done some preliminary work with the view of making an open cut at the summit of the Siskiyou Mountains on the Pacific Highway and at present we figure that this cut will cost approximately $172,000 and while the tunnel, figured at $200 per foot, will cost $219,000.

If the open cut is made we will be able to substitute one curve at the south end instead of two as now staked.

The costs above given are from station 600 to station 650.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED

FORM 5-317 6M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 14 1937
FOR FILING

IN REPLY PLEASE REFER TO FILE NO.

Oct. 11th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: E. G. SMITH

Dear Sir:

I am sending you herewith Order For State Force Work covering the digging of test holes on the Siskiyou Summit-Bear Creek Section of the Pacific Highway. We wish to dig these holes for the purpose of classification. The depth of the holes shown does not carry us clear to the grade line as we presume solid rock will be encountered before them.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
KDL:AF

NOTED

FORM S-A : 3M. 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 7 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

October 4th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED

Dear Sir:

The Bear Canyon-California State Line grading in the amount of $135,000 is set for letting on March 17th, 1938. Please submit orders for additional test pits immediately so that the specifications can be in this office by January 1st.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM B-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 23rd, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

It has been decided to advance the Bear Canyon-California Line grading to the January 6th letting; therefore, it will be necessary to have the plans and specifications sent in immediately.

Under ordinary circumstances the January letting would not be until the last of the month, but the December letting is being omitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# [redacted] 2040

FAS 259-B Grand Ronde River-Noyes Ranch Cove Secon. Hwy. 1937

2040

FORM S-22-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 23, 1939

RECEIVED
MAR 24 1939
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

NOTED
Asst State Highway Engineer

Dear Sir:

In accordance with the request in your letter of March 13, 1939, we are inclosing herewith constructed line field notes, Grande Ronde River-Noyes Ranch section of the Cove Secondary Highway, your file #967.

Very truly yours

W. C. WILLIAMS
Division Engineer

By
Office Engineer

CLC v

Incls.

cc Mr. Baldock
cc Mr. Skelley

RECEIVED
JUL 16 1938

FORM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 259-B, Grande Ronde River-Noyes Ranch section, Cove Highway, was made by a representative of this office on June 17, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 29 1938
FOR FILING

#2040

June 27, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2040, for the construction of the Grande Ronde River-Noyes Ranch Section of the Cove Secondary Highway in Union County, has been completed by the contractors, Warren-Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after July 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,269.08, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 328—SM—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 259-B

For Week Ending June 11, 1938

Section Grande Ronde River - Noyes Ranch

Kind of work Grading, Surf. & Oiling

Highway Cove Secondary

Section prefix 131-1004

Contractor Warren Northwest, Inc.

Contract number 2040

Date of contract January 7, 1938

Date of completion July 31, 1938

Date work started April 25, 1938

Estimated date of completion June 11, 1938

Amount of contract $19,251.00

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $19,300.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1220, 6.3 %

Date project was completed June 11, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor put the second seal on the road Tuesday.
Wednesday they bladed and trimmed up thev shoulders.
They broomed the surface on Thursday, Friday and Saturday and
we released the blade Saturday.
There is still some screenings and 1/2 inch material loose on the
surface. Because of the slightly cooler weather I Believe the oil has
not taken up all the rock it needs.

RECEIVED
JUN 13 1938
STATE HIGHWAY ENGINEER

Signed D. A. Veale

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.67	2.67		2.67	
Miles partially completed					
Miles completed	2.67	2.67		2.67	
Total estimated quantities	10.350	7292		1669	
Estimated quantities moved or placed to date	10.350	7292		1669	
Average daily quantities	700	700			
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ....., Crushing or screening plants .....,
Compressors ....., Bulldozers ....., Sheet-foot rollers ....., 5 - 4 yd. trucks .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday	fair		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JUN 7 - 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon FAS 259-B
Grande Ronde River-Noyes Ranch,
Cove Secondary Highway.

June 6, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr. 33828

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 259-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of April, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 11th day of December, 1937, a project statement, which was approved by the Secretary on the 23d day of December, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 21st day of December, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, nine hundred twenty and 00/100

dollars ($ 12,920.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ..... Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ..... survey station 512+00, the east end of WPAS 259-A in the N 1/2, Sec. 8, T. 3 S., R. 39 E., W. M., and survey station 468+00 in the SE 1/4, Sec. 1, T. 3 S., R. 38 E., W. M.

....., length ..... 2.674 ..... miles, in ..... Union ..... County, being Section ..... B ..... of ..... Oregon Federal Aid Secondary ..... project No. ..... FAS 259 ....., consisting of ..... 2.674 ..... miles of roadway and ..... no ..... bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 1 of said project shall not in any event exceed the sum of twelve thousand, nine hundred twenty and 00/100 dollars ($12,920.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, one hundred seventy-six and 00/100 dollars ($21,176.00), the approved total estimated cost of Section 1 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to STATE TREASURER

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 19th day of May, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—1513

FA Sec.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 259-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 21,178.00 as the total estimated cost of said project, and the sum of $ 12,920.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 19th day of May one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4839

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

May 9th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am returning Price Agreement #1 for the Grande Ronde River-Noyes Ranch Section of the Cove Secondary Highway in Union County, inasmuch as the maintenance department has made serious objections to the placing of 12-inch pipes under road approaches. They have found that a bothersome flooding of the fields has been caused by inadequate 12-inch pipes under road approaches, and have advised the State Highway Engineer that such pipes are causing much more bother than the saving in installation cost warrants. They request that a minimum of 18-inch be used to facilitate cleaning and take care of unanticipated run-offs.

Will you kindly reconsider this order with a view to installing 18-inch pipes unless there are special reasons to the contrary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

FORM S-M-1 IM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

4a 259-13

May 7, 1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY - 1938
STATE HIGHWAY COMMISSION

Mr. R H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the Grande Ronde River-Noyes Ranch section, Cove Secondary Highway, in the amount of $195.30.

This order is to cover the installation of 12 inch culvert pipe under road approaches. No bid on 12 inch pipe was included in the preliminary plans.

Additional authorization not required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
APR 16 1938
FOR FILING

259-B

April 15, 1938

Mr. W. N. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Grande Ronde River-Hayes Ranch Section, Project No. FAS 259-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

RECEIVED
APR 8 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

RECEIVED
APR 7 1938
POST OFFICE BUILDING
PORTLAND, OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 259-B

Grande Ronde River-Noyes Ranch section,
Cove Secondary Highway

April 7, 1938

FAS 259-B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
FEB 26 1938
FOR FILING

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Grande Ronde River-Hayes Ranch Section, F. A. Project No. FAS 259-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 859-B

GRANDE RONDE RIVER-HOYER RANCH SECTION

OF THE COVE SECONDARY HIGHWAY IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1938

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
12,400	cu. yds.	Excavation, Single Classif.	0.18	2,232.00
13,000	yd. sta.	Overhaul	0.01	130.00
1,200	yd. mi.	Truck Haul	0.10	120.00
2.66	miles	Finishing Roadbed and Slopes	200.00	532.00
3,300	lin. ft.	Rounding Cutbanks	0.09	297.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
1,500	lin. ft.	Salvaging Surfacing Materials	0.75	1,125.00
7,200	cu. yds.	Selected Roadbed Topping	0.25	1,800.00
40,000	yd. mi.	Hauling Roadbed Topping	0.08	3,200.00
300	cu. yds.	Filler	0.20	60.00
600	yd. mi.	Hauling Filler	0.10	60.00
600	M-Gal.	Sprinkling	1.00	600.00
2.67	miles	Preparation of Base	100.00	267.00
1,600	cu. yds.	Mineral Aggregates in Place	2.75	4,400.00
116	tons	Type 30-6 Road Oil in Place	28.00	3,248.00
30	tons	Emulsified or Cutback Asphalt	27.00	810.00
		Subtotal		$ 19,292
		10% Engr. & Cont.		1,925
		Total		$ 21,176

Length of Roadway	2.655 miles
" " 1 Bridge	.019 "
" " Project	2.674 "
Cost per mile	$ 7,919

Note: Oiling is to be constructed across bridge

FAS Funds Requested	$ 12,920
State Funds	8,256
	$ 21,176

State Funds for Construction: Chap. 175, Laws 1917; Chap. 41, Laws 1920; Chap. 248, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1931

RECEIVED
FEB 10 1938
FOR FILING

February 9, 1938

Warren Northwest, Inc.
P. O. Box # 5072
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2040 awarded to you on January 7, 1938, for grading, surfacing and oiling the Grande Ronde River-Noyes Ranch Section of the Cove Secondary Highway, in Union County. This is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
FILE
257-B

January 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of December 29th, concerning the Grande Ronde River-Hayes Ranch Project (Federal Aid Project FAS 259-B) you suggest that a change be made in the ditch slope to cause the same to conform with the requirements stated in Section 3 of your letter of June 15, 1934.

We are instructing our field engineers to change the ditch slope on this project so that where the length of the slope exceeds eight feet the rate of slope beyond the eight-foot limit will not be greater than one vertically to ten horizontally.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

STATE HIGHWAY DEPT.

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 23, 1937, approved the project statement for Oregon Federal Aid Secondary Project No. WPS-FAS 259, involving the improvement of 8.4 miles of the Island City-Cove Highway in Union County.

Before approving, he filled in paragraph three of the project statement to show Union County, and altered paragraph five to show the cost of the section to be next improved to be $25,000 instead of $15,000.

The Regional Office has taken exception to the typical section shown on the plans for FAS 259-B, the Grande Ronde River-Noyes Ranch section, advertising of which was authorized December 21, 1937.

The ditch as shown complies with Section 2 of our letter of June 15, 1934, concerning slope standards, but at its upper limit of size will not comply with the provisions of Section 3. Please advise if the necessary changes can be made and the project built in accordance with the above mentioned letter.

Very truly yours,

W. H. LYNCH
District Engineer

December 31, 1937

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

The Bureau of Public Roads have questioned the typical section shown on the plans for the Grande Ronde River-Hayes Ranch Section of the Cove Secondary Highway in Union County.

Referring to their letter of June 15, 1934, a copy of which is enclosed herewith, they state that the maximum ditch section as shown on the typical cross-section will not comply with Section 3 of their letter.

Please advise this office if the construction work may be performed in accordance with their requirements, and state in your letter what changes in the cross-section will be made to conform therewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by V. G. O'Neil/ER

Encl.

cc H. C. Smith

5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 3, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

Replying to your letter of December 31 having reference to the Bureau of Public Roads questioning the typical section shown on the plans for the Grande Ronde River-Noyes Ranch section of the Cove Secondary highway:

The typical sections show a 3:1 slope extending a variable distance of 4 to 12 feet. The Bureau recommends that this 3:1 slope not exceed 8 feet in distance horizontally, beyond which a 10:1 slope shall be used.

Such a section will be used on this project and the fact that the typical section indicated the distance can be variable from 4 to 12 feet will permit the use without interference with the contractor's contemplated plans.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:A
cc H. G. Smith

RECEIVED
JAN 14 1938
FOR FILING

January 13, 1938

Warren Northwest Inc.
P. O. Box #5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2040 which was awarded you on January 7, 1938 by the State Highway Commission covering the grading, surfacing, and oiling of the Grand Ronde River-Noyes Ranch Section of the Cove Secondary State Highway in Union County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 17 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

kr

RECEIVED
JAN 10 1938
FOR FILING

259-B

January 8, 1938

Warren Northwest, Inc.
Post office Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on January 7, 1938, awarded you the contract for 2.66 miles grading, surfacing and oiling on the Grande Ronde River-Hoyes Ranch Section of the Cove Secondary Highway, in Union County. This award was based on your low bid of $19,251 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc- Mr. Probert
Mr. W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 251-K

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION
PORTLAND, OREGON

January 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 259-B, Grande Ronde River-Noyes Ranch section of the Cove Secondary Highway, to Warren Northwest, Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

December 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 23, 1937, approved the project statement for Oregon Federal Aid Secondary Project No. WPS-FAS 259, involving the improvement of 8.4 miles of the Island City-Cove Highway in Union County.

Nash-Bloom matter

Before approving, he filled in paragraph three of the project statement to show Union County, and altered paragraph five to show the cost of the section to be next improved to be $25,000 instead of $15,000.

The Regional Office has taken exception to the typical section shown on the plans for FAS 259-B, the Grande Ronde River-Noyes Ranch section, advertising of which was authorized December 21, 1937.

The ditch as shown complies with Section 2 of our letter of June 15, 1934, concerning slope standards, but at its upper limit of size will not comply with the provisions of Section 3. Please advise if the necessary changes can be made and the project built in accordance with the above mentioned letter.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

DEC 22 1937
POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon F.A.S. Project 259-B, the Grand Ronde River-Noyes Ranch Section of the Cove Highway, have today been recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

Award of contract will be withheld pending approval of the project statement.

The stationing at the end of the project, shown on the title sheet as 268+00, should be changed to 468+00.

O'Neil will correct. Sml

It is noted that the thickness of gravel topping is to vary from 4 in. to 6 in. Our recommendation for approval is subject to the condition that the total compacted thickness of the existing surfacing and the new topping will not be less than 6 in.

We have corrected the length of the project to 8.4 miles on the project statement to agree with the lengths of the sections submitted. Your copy should be corrected accordingly.

Very truly yours,

W. H. LYNCH
District Engineer
By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Copy sent to W. C. Williams, Dec. 27. Sml

RECEIVED
FEB 23 1938
FOR CLERK

40.4251-G

December 20, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page 5, for the Hermiston-Columbia School Section, Project No. FAS 259-B, which page contains a revised specification for "Sprinkling". Likewise, the roadway width given in the second paragraph has been corrected to read "eighteen (18) feet".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

RECEIVED
FOR FILING

December 14, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Grande Ronde River-Hoyes Ranch Section, Project No. FAS 259-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

E

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 259-B

GRANDE RONDE RIVER-HAYES RANCH SECTION

ON THE COVE SECONDARY HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1937

All Required		Clearing and Grubbing		$ 200.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
12,400	cu. yds.	Excavation, Single Classif.	0.25	3,100.00
13,000	yd. sta.	Overhaul	0.02	260.00
1,200	yd. mi.	Truck Haul	0.15	180.00
2.66	miles	Finishing Roadbed and Slopes	200.00	532.00
3,300	lin. ft.	Rounding Cutbanks	0.10	330.00
130	lin. ft.	18" Concrete Pipe	2.50	325.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.75	1,125.00
7,200	cu. yds.	Selected Roadbed Topping	0.30	2,160.00
40,000	yd. mi.	Hauling Roadbed Topping	0.10	4,000.00
300	cu. yds.	Filler	0.40	120.00
600	yd. mi.	Hauling Filler	0.20	120.00
600	M-Gal.	Sprinkling	2.00	1,200.00
2.67	miles	Preparation of Base	100.00	267.00
1,600	cu. yds.	Mineral Aggregates in Place	3.25	5,200.00
116	tons	Type SC-6 Road Oil in Place	30.00	3,480.00
30	tons	Emulsified or Cutback Asphalt	30.00	900.00
			Subtotal	$ 23,509
			10% Engr. & Cont.	2,350
			Total	$ 25,859

Length of Roadway	2.655	miles
" " 1 Bridge	.019	"
" " Project	2.674	"
Cost per mile	$ 9,670	

Note: Oiling is to be constructed across bridge.

FAS Funds Requested	$ 15,780
State Funds	10,079
	$ 25,859

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

2555

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 7 1937
FOR FILING
Const
Engrg
Secretary

RECEIVED
DEC 7 1937
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention:
Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am enclosing herewith summary, typical section and project sketch map of the Grande Ronde River-Noyes Ranch Section, Cove Secondary Highway in Union County.

We overlooked this data when previously submitting other records of the job.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc E. H. Baldock

NOTE
C. B. McCullo...

FORM S-M-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

2590

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
November 29, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Carbon Project Letter

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
C. S. McCULLOUGH

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

I am submitting herewith my estimate of cost and special provisions for a 2.68 mile section of the Island City-Cove Secondary Highway, which I have designated the Grande Ronde River-Noyes Ranch Section.

Owing to the smallness of this job, I have estimated the mineral aggregate prices slightly higher than on an ordinary project. It is quite likely, however, that owing to the small amount of materials required, the contractor will not set up a crushing plant, but will purchase the materials from the Island City commercial plant, which is only six miles from the end of the project.

I have not specified crushed rock smoothing course as the existing surfacing materials are crushed gravel of very good quality and a sufficient amount of these materials can be salvaged to provide for an aggregate smoothing course on the gravel topping.

I have not called for any maintenance materials in stockpile owing to the probability of the contractor having no crushing plant of his own set up and for the reason that a considerable amount of material was stockpiled on the Island City-Grande Ronde River section, which will be available if needed on the new section.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT# 2041, SEE: CONTRACT# 2212

2041 SEE: 2212

CONTRACT #2041

134-1015 West Fork Dairy Creek Section,
Nehalem Secon.

3041

RECEIVED
OCT 17 1938
FOR FILING
134-1015

#2041.

October 17, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2041, for the construction of a bridge over the West Fork of Dairy Creek on the Nehalem Secondary Highway in Washington County, has been completed by the contractor, J. P. Johnston, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 27, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $7,832.09, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2041

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

S

RECEIVED
OCT 28 1938
FOR FILING

134-1015

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 15, 1938

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

For your information J. F. Johnston completed his work on Contract No. 2041, West Fork of Dairy Creek Bridge, on August 8, 1938. Will you please secure authority from the Commission to pay the final estimate on this job.

This will not require a request for extension of time as the specified date of completion was August 15, 1938.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG CM
cc W. A. Reeves

DATE Oct. 20, 1938

134-1015

FORM 6-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

105 Weatherly Bldg.
May 16, 1938

RECEIVED
MAY 17 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Herewith Monthly Estimate for the West Fork Dairy Creek Contract No. 2041 and for the Sullivan's Gulch Contract No. 2002.

We sent you the Estimate for Cook's Crossing last Saturday, May 14th. This completes the Monthly Estimates from this Division for May 15th.

Accompanying the Estimate for Sullivan's Gulch are bills for Extra Work Orders No.'s 1, 2, 3, 4, 5, and 6. In addition to the regular items on these bills Mr. Skelton has shown the omitted public liability and property damage insurance to cover the payrolls submitted with this Estimate and to cover the payrolls on the Force Account previously submitted. This is in accordance with the contract as discussed with you Thursday.

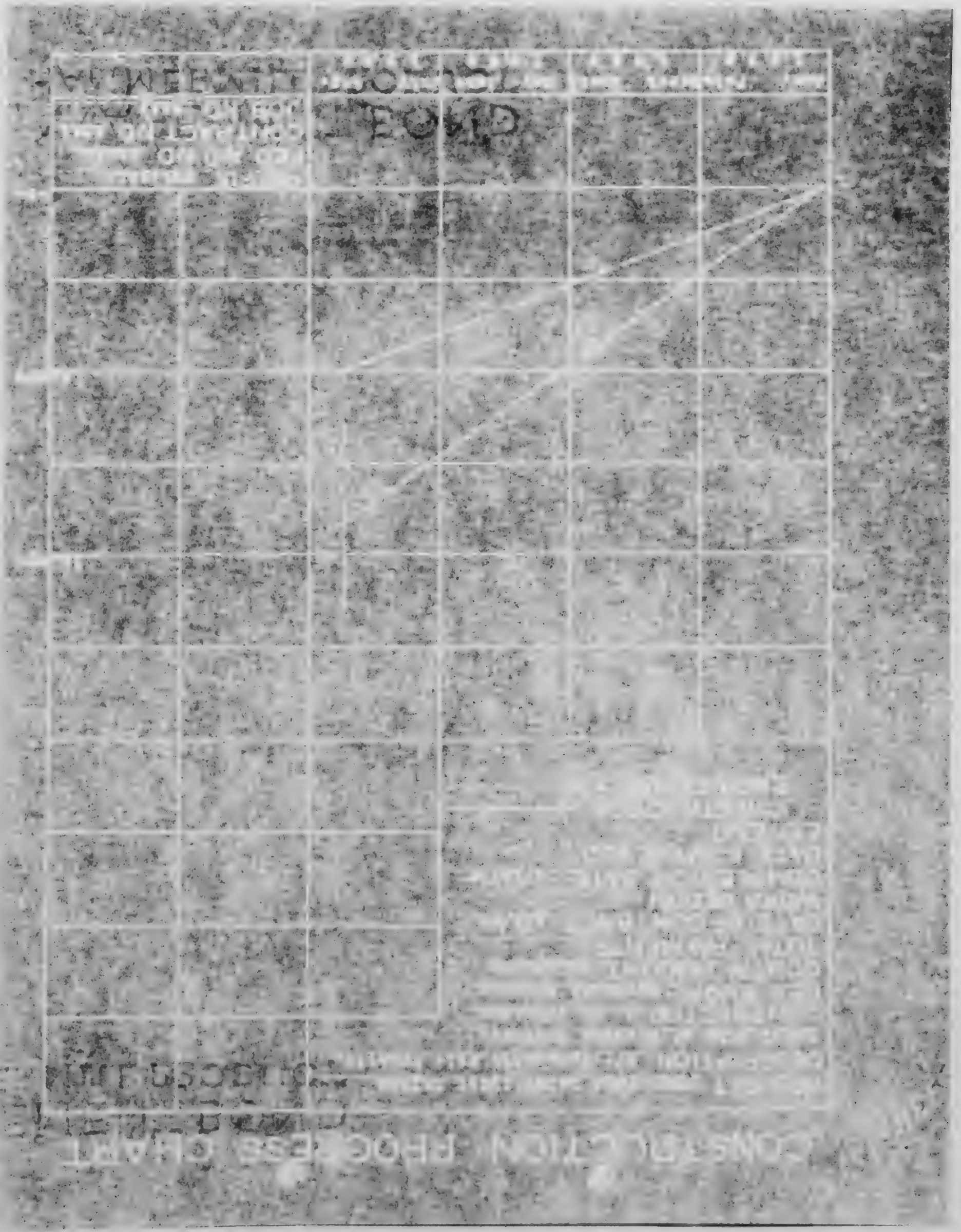
The rate, such as .00581, is shown on the bill from the insurance company, a copy of which was sent you by Mr. Skelton on May 11th. This rate applying to the payroll plus 15% for the contractor's profit is the amount due the contractor.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer



FORM 401 P. 6-26 10M

#2041

RECEIVED
FEB 14 1938
FOR FILING

RECEIVED
FEB 14 1938
OREGON
STATE HIGHWAY COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

134-101

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9621

February 11, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: J. F. JOHNSTON
Original Contractor
(West Fork Dairy Creek Section
of Nehalem Secondary Highway)

We attach one of our regular contractor questionnaires containing partial information in connection with this contract.

We will appreciate your supplying the necessary information to complete this form.

For your convenience we enclose a business reply envelope

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nicholson

District Credit Supervisor

IETotten:B
Encls

January 27, 1938

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2041 which was awarded to you on January 7, 1938, for construction of a bridge over the West Fork Dairy Creek on the Echalem Secondary Highway, in Washington County.

This copy is for your records and files.

Very truly yours,

HBG:Am

Secretary

RECEIVED
JAN 12 1938
FOR FILING

134-101

January 11, 1938

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2041 which was awarded to you on January 7, 1938, by the State Highway Commission covering the construction of a bridge over West Fork Dairy Creek on the Chehalem Secondary Highway, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on page 30 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

RECEIVED
JAN 10 1938
FOR FILING

January 8, 1938

Mr. J. F. Johnston

Newberg, Oregon

Dear Sir:

The State Highway Commission on January 7, 1938, awarded you the contract for 0.11 mile grading and surfacing, and 87 feet of composite pile trestle on the West Fork Dairy Creek Section of the Nehalem Secondary Highway, in Washington County. This award was based on your low bid of $6,330 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Paxson
Mr. Collier

CONTRACT #2042

3-1202 Mount Hood Rock Production

1978

2042

RECEIVED
FEB 16 1939
FOR FILING

February 16, 1939

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Mr. Frank J. Hurner.

Gentlemen:

In response to your inquiry of February 14th you are advised that the Sarton, Looney & Risley Contract No. 2042, Mt. Hood Rock Production Project in Clackamas, Hood River and Wasco Counties, was completed Sept, 30, 1938. This contract was accepted November 16, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J/ McFarland.

2042

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
FEB 15 1939
STATE HIGHWAY COMMISSION
TELEPHONE ATwater 7321

February 14, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Saxton, Looney & Risley
Contract Number ~~2402~~

We understand this job has been completed for some time.

Will you kindly furnish us with the completion and acceptance dates?

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

FORM S-A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, PORTLAND
H. B. VAN DUZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 10 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 9th, 1939

Sexton, Looney & Risley
Oak Grove, Oregon

NOTED
Asst. State Highway Engineer

Dear Sirs:

In answer to your letter of January 4th, concerning the allowable tolerance in the production of 1/4" - 1/8" material, I beg to advise that fifteen percent will be allowed on this size the same as on the others. 1/4" - 0" material is to some extent a waste production, for which little use can be found, and consequently we have been separating it into two sizes in order that the 1/4" - 1/8" can be used for sanding frosty roads. If the tolerance were raised to more than fifteen percent, I feel that the production would contain too much dirt to be serviceable for that purpose.

It has not been reported that any special difficulty has been found in screening this material. Your quarry on the Mt. Hood Loop is an andesite quarry which produces more white dust that the ordinary basaltic rock.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

N. G. Smith
Construction Engineer

NGS:AR

cc to: R. H. Baldock

RECEIVED
NOV 29 1938
FOR FILING

3-12

November 29, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2042, for the construction of the Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 9th, 1938.

The State has beenadvised of a claim of Houser Chevrolet Company, in amount of $565.78, against Lawrence Kosack, for labor and material, who was employed on this project. You are advised that the State assumes no responsibility for the above claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,852.33, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. Baldock

October 26th, 1938

3-1202

NOTED

...ate Highway Engineer

COST ANALYSIS-FINAL REPORT
Mt. Hood Rock Production
Clackamas, Hood River & Wasco Counties
Contract #2042 Prefix 3-1202
Saxton, Looney & Risley, Contractors
F. T. Young, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Rock in Stockpile	$7,925.17	4,232.3 cu. yd.	1.873	1.40	$5,925.22
½" - ¼" " " " "	9,839.84	5,254.8 " "	1.873	1.50	7,882.20
¼" - 0" " " " "	4,474.44	2,389.5 " "	1.873	0.90	2,150.55
Haul Cr. Rock, Pile Measure	3,850.54	50,687.4 yd. mi.	0.076	0.08	4,054.99
¼" - 0" Screen Rejects	366.78	1,467.1 cu. yd.	0.25	0.25	366.78
PA #1 ¼" - 1/8" Cr. Rock	734.24	392.1 " "	1.873	0.90	352.89
	$27,191.01				$20,732.63

Total Cost	$27,191.01
Gross Revenue	20,732.63
Net Loss	$6,458.38

Net Loss Equals 31.1% of Gross Revenue

Mt. Hood Rock Production

Detail Cost of Crushed Rock

Description	Quantity	Unit Cost	Total Cost
Set Up	13,735.8 cu. yd.	0.327	$4,492.85
Drill & Shoot	" " "	0.266	3,650.50
Load	" " "	0.24	3,296.04
Haul to Plant	" " "	0.123	1,702.85
Crush	" " "	0.675	9,278.15
Traffic	" " "	0.014	188.44
Stock Pile	" " "	0.053	731.64
	13,735.8 cu. yd.	$1.699	$23,340.47

The cost of setting up is high as two plant set-ups were necessary, one at Little Zig Zag Creek at M.P. 52.25 on the Mt. Hood Highway and one at M.P. 10.65 on the Wapinitia Highway.

Loading and crushing was also expensive due to excessive labor and an average production of only 22 cubic yards per hour.

A large payroll is apparently the main cause for such a large production cost. Labor charges alone amounted to $11,335 or $0.825 per cubic yard of rock produced.

Mt. Hood Rock Production

Detail of Cost

Labor:

Supervision	$715.00	
Labor	10,620.00	
State Industrial Accident Commission	1,033.39	
Unemployment & Social Security	453.40	
Public Liability	184.92	
		$13,006.80

Equipment Rental, Small Tools & Miscellaneous Supplies:

Equipment Rental	$5,827.50	
Gas, Oil and Grease	3,546.76	
Explosives	1,101.40	
Hired Equipment	1,041.95	
Small Tools & Misc. Supplies	972.54	
Freight & Cartage	670.73	
Main Office Expense	621.98	
Bond	207.33	
Lumber	194.04	
		14,184.21
		$27,191.01

Mt. Hood Rock Production

REMARKS:

This contract was bid January 6th, and awarded January 22nd, 1938. A total of 13,735 cubic yards of oil and reject rock was produced, of which 6,142 cubic yards were taken from the quarry site at M.P. 52.25 on the Mt. Hood Highway and 7,593 cubic yards from the quarry at M.P. 10.65 on the Wapinitia Highway.

The first set-up was started June 18th, at M.P. 10.65. Crushing was begun July 11th, and completed August 12th. The quarry was good as the majority of the rock was seamed in layers varying from two to five inches in thickness. However, not enough rock was secured from a shot placed in a 40-foot coyote hole, and several down hole shots had to be made. The loading out was then more difficult and production was slowed somewhat. This plant was operated two 8-hour shifts daily for a total of 366 hours. The average production was 21 cubic yards an hour.

The set-up at M.P. 52.25 was begun August 16th, and crushing was started August 29th. The quarry was difficult to drill as the rock was hard but only an average of 0.7 lb. of powder per cubic yard was used in both quarries. The production here was 23 cubic yards per hour.

Rock was loaded out with a 1 cu. yd. shovel and hauled to the plants with two 1½ ton trucks. The average distance was about 900 feet. Loading and hauling costs were high as the production was poor.

Both set-ups had three crushers; a 12" gyratory was used for a primary and a 9½" and a 4½" gyratory were used for recrushers. Power was supplied by two 55 h.p. and one 80 h.p. diesel motors. The crew consisted of two men breaking rock and feeding the primary crusher, 3 miscellaneous plant men and a foreman. The average production over all was 22 cubic yards per hour.

The total cost of this contract is very high due mainly to the labor cost which amounted to $0.825 per cubic yard produced. The plant is large, and the expense of setting up and operating is not justified by the poor hourly production. The labor cost is also high as it is 41.6% of the total cost; whereas on the average crushing contract the labor percentage is about 32.0%.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
NOV 16 1938
FOR FILING

November 14, 1938

HOUSER CHEVROLET COMPANY
Sheridan, Oregon

Gentlemen:

We are in receipt of a carbon copy of your letter of November 9 addressed to Sexton, Looney, & Risley, setting forth your claim against them for material and labor furnished, in the amount of $365.78, in connection with their performance of State Highway Contract No. 2042 for furnishing crushed rock on the Mt. Hood and Wapinitia Highways, in Clackamas County. We are today notifying the surety company, as well as the contractors.

In order further protect your claim, it would be well for you also to notify the Secretary of State of the same, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly ypurs,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from Houser Chevrolet Company notice of their claim against Saxton, Looney & Risley, in the amount of $365.78, for labor and material furnished in connection with the performance of State Highway Contract No. 2042, Mt. Hood Rock Production Project, in Clackamas County.

Inasmuch as you are surety for the contractors on this job, we are bringing this claim to your attention for action on the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Saxton, Looney & Risley

O. K.'d USED CARS GOODYEAR TIRES AND TUBES CHEVROLET BATTERIES & PARTS

HOUSER CHEVROLET CO.

SALES CHEVROLET SERVICE

Phone 423

SHERIDAN, OREGON

November 9, 1938

RECEIVED
NOV 12 1938

Saxon,Looney and Risley

Oakgrove. Oregon

Gentlemen:

We have an account with Lawrence Kosack of Sheridan, Oregon, of material and labor furnished him while he was employed by you on the Mt/ Hood Rock Perduction Company.job.

We will expect settlement of this account at once.

This account totals $365.78.

Please advise and oblige.

Yours sincerely,

HOUSER CHEVROLET COMPANY

e-c- State Highway Commission

Form 338—5M—7-38

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1938, *193*

Section Mt. Hood Rock Production

Kind of work Furnishing Crushed Rock in Stockpiles

Highway Mt. Hood and Wapinitia

Section prefix 3 1202

Contractor Saxton-Looney and Risley

Contract number 2042

Date of contract Jan. 23, 1938, *193*

Date of completion Sept. 30, 1938, *193*

Date work started June 18, 1938, *193*

Estimated date of completion Sept. 30, 1938, *193*

Amount of contract . . . . . $ 21,060.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 20,856.63

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 960.43, ... %

Date project was completed Sept. 30, 1938, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate for this contract sent to the Division office on the 19th.

NOTED
E. N. HACKETT

NOTED
H. G. SMITH

NOTED
VAN SCOY

Signed F. T. Young

Address Oregon City, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			31.4		
Miles partially completed					
Miles completed			31.4		
Total estimated quantities			12,400		
Estimated quantities moved or placed to date			13,736		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2042

RECEIVED
OCT 22 1938
FOR FILING

3-1202

October 22, 1938

United States Fidelity & Guaranty Company,
M. A. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Sutton, Looney & Risley, on Contract No. 2042, Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties. This payment will be made on or after November 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ONTARIO
H. B. GLENOYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 12 1938
FOR FILING

RECEIVED
AUG 11 1938
COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
August 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
C R. McCullough

Attention: H. G. Smith

Dear Sir:

Herewith Price Agreement No. 1 on Contract No. 2012 for Mt. Hood Rock Production.

I am returning the six copies signed by the contractor, as requested in your letter of August 9th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EP
CC R. H. Baldock
Encl.

FORM S-A-1 10M 9-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM
August 9, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
605 Weatherly Bldg.,
Portland, Ore.

Dear Sir:

We are returning Price Agreement #1, covering the production of 3/4"-1/8" crushed rock material on the Mt. Hood Rock Production job.

This agreement should be signed by the contractor and returned to this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. O. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

NOTED
C. R. McCullough

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 1
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 29 1938
OREGON STATE HIGHWAY COMMISSION

3-1202

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
July 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Price Agreement covering the production of 1/4"-1/8" crushed rock on the Mt. Hood Rock Production job. There will apparently be at least 2000 cu. yds. of 1/4"-0 reject in addition to the 1/4"-0 provided for in the contract. I plan to take all of this 1/4"-0 reject at 25¢.

Mr. Risley is willing to put in a 1/8" screen, provided we take at least 500 cu. yds. of 1/4"-1/8". This material will flow freely out of a tail-gate of a truck for winter sanding, whereas the 1/4"-0 will not flow freely. The 1/8" to dust will be wasted.

I propose to reduce the amount of 1/2"-1/4" material in the same amount as we take 1/4"-1/8", so that no additional authorization will be required.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC H. H. Baldock
Encl.

RECEIVED
FEB 10 1938
FOR FILING

February 9, 1938

Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2042 awarded to you on January 22, 1938, for the Mt. Hood Rock Production Project on the Mt. Hood & Wapinitia Highways, in Clackamas, Hood River & Wasco Counties. This is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FINANCE

2-1202

January 24, 1938

Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2042 which was awarded to you on January 22, 1938, by the State Highway Commission covering the furnishing of 12,400 cu. yds. crushed rock in stock piles on the Mt. Hood Rock Production Project, Mt. Hood & Wapinitia Highways, in Clackamas, Hood River & Wasco Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 13 of the mimeographed Special Provisions relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
MAY 19 1938
FOR FILING

4a

January 22, 1938

Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for furnishing 12,400 cu. yds. crushed rock in stock piles for the Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways, in Clackamas, Hood River and Wasco Counties. This award was based on your bid of $21,060.00 submitted on January 6, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

BBC:AM

Secretary

cc - Mr. Probert

Six confirmed

DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JANUARY 22 1938

SAXTON LOONEY & RISLEY
324 HENRY BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR THE MT. HOOD ROCK PRODUCTION PROJECT ON MT. HOOD AND WAPINITIA HIGHWAYS IN CLACKAMAS, HOOD RIVER AND WASCO COUNTIES. CONTRACT FORMS FOLLOW SHORTLY

STATE HIGHWAY COMMISSION

BY H.B.GLAISYER, SECRETARY

File

CONTRACT# [redacted] 2043

28-1202 Dillon-John Day River Rock Production, Col.River Hwy. 1938

2043

RECEIVED
OCT 24 1938
FOR FILING
2K-12

R H Baldock

September 21st, 1938

COST ANALYSIS - FINAL REPORT
Columbia River Highway, Dillon-John Day River Section
Rock Production Contract 2043 Prefix 28-1202
H. L. Rice, Contractor
J. E. Peck, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$2,521.44	1,967.5 cu. yd.	1.28	1.36	$2,675.80
½"-¼" " " " "	4,981.24	3,886.9 " "	1.28	1.36	5,286.18
¼"-0" " " " "	2,488.00	1,941.4 " "	1.28	1.36	2,640.30
1"-0" Screen Rejections	75.90	303.6 " "			75.90
¼"-0" " "	205.85	823.4 " "			205.85
Force Account	260.23				260.23
Haul Adjustment		710.3 yd. mi.			- 71.03
	$10,532.66				$11,073.23

Gross Revenue	$11,073.23
Total Cost	10,532.66
Net Profit	$540.57

Net Profit Equals 4.9% of Gross Revenue

Dillon-John Day River Section

DETAIL OF COST

Labor:

Supervision (H. L. Rice, 2 mos. at $200.00)	$400.00	
Labor	3,586.26	
State Industrial Accident Insurance	186.22	
Unemployment Insurance & Social Security	143.45	
		$4,315.93

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$2,942.50	
Gas, Oil & Grease	1,011.46	
Hired Equipment	430.28	
Explosives	645.00	
Small Tools, Repairs & Misc.	795.23	
Freight & Cartage	108.00	
Miscellaneous Expense	173.53	
Bond	110.73	
		$6,216.73
		$10,532.66

Cost of Crushed Rock

	Cost	Quantity	Unit Cost
Set Up	$674.22	8,922.8 cu. yd.	0.076
Drill & Shoot Quarry	1,325.03	" "	0.148
Quarry to Crusher	926.25	" "	0.104
Crushing	3,126.65	" "	0.350
Trucking (Av. haul 3.7 mi.)	2,824.76	" "	0.316
Stockpiling	388.40	" "	0.044
Overhead & Proratable Expense	1,007.12	" "	0.113
	$10,272.43	8,922.8 cu. yd.	$1.151

Sizes & Quantities of Crushed Materials

3/4"-1/2"	1,967.5 cu. yd.
1/2"-1/4"	3,886.9 " "
1/4"-0"	1,941.4 " "
Screen Rejections (1"-0")	303.6 " "
" " (1/4"-0")	823.4 " "
	8,922.8 cu. yd.

Dillon-John Day River Section

REMARKS:

This contract consisted of the production of 7,500 cubic yards of crushed rock in stockpiles. It was awarded on January 31st, 1938; work was started March 15th, and completed July 15th.

The contractor drilled and shot a coyote hole in quarry, but the rock did not break up very well, requiring considerable reshooting.

For the crushing plant, the contractor brought in two crushers (15 x 30 jaw and 36 x 20 rolls), a 3' x 8' triple deck Simplicity screen, a 125 h.p. Buda diesel engine, a stationary dragline hoise and an electric generator and two motors. Crushing was started May 24th, but due to rainy weather and poorly shot quarry was not able to finish until July 15th. While operating, the plant produced from 15 to 20 cubic yards per hour. The average haul on the crushed materials amounted to about 3.96 miles.

The job was bid low, but due to efficient management a small profit was made.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2043

RECEIVED
SEP 15 1938
FOR FILING
25-1202

September 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of recent date you are advised that the W. L. Rice Contract No. 2043, Dillon-John Day River Section in Sherman and Wasco Counties, was completed July 15, 1938.

Final payment has been made to the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2043
Shipment
Wood

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Ore. State Contract #2043
H. L. Rice, Contractor

Will you please favor us with a progress report on the above job?

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

Shipped - 11,073.23

RECEIVED
SEP 8 1938
FOR FILING

18-1213

#2043

August 26, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to H. L. Rice on Contract No. 2043, Dillon-John Day River Section of the Columbia River Highway, Sherman and Wasco Counties, on or about September 6, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

RECEIVED
SEP 8 1938
FOR FILING

#2043

August 26, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2043, Dillon-John Day River Section of the Columbia River Highway, in Sherman and Wasco Counties, has been completed by the contractor, H. L. Rice, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 6, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,073.23, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 8 1938
FOR FILING

#2043

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

OREGON STATE HIGHWAY COMMISSION

SALEM

August 22, 1938

IN REPLY PLEASE REFER TO FILE NO.

H. L. Rice
Box 36
The Dalles, Oregon

Dear Sir:

I am herewith sending to you for signature before a Notary Public two estimate vouchers; one in the amount of $1,158.43, covering the Semi-Final estimate on Contract 2043; the other for $789.80, covering the Final estimate on the same contract.

It so happened that the two came through close together and for our record purposes it is preferable to submit them as separate payments.

The usual copies for your own files are included in each estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl B. Smith
Auditor

CFS:EB
Encl.
cc James McFarland

Form 358—SHC—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1938

Section Dillon - John Day River — *Kind of work* Rock Production

Highway Columbia River — *Section prefix* 28-1202

Contractor H.L.Rice — *Contract number* 2043

Date of contract January 30, 1938 — *Date of completion* June 30, 1938

Date work started March 31, 1938 — *Estimated date of completion* July 15, 1938

Amount of contract . . . . . $ 11220.00 — *Per cent of time elapsed* ....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 11220.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 460.00, 5 % — *Date project was completed* ....., 193..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job was finished on friday July 15, the contractor has moved his plant off the job.

Survey crew remeasured the stock piles this and will have the final estimate out in a few days.

This is the final report on this section.

NOTED
RAY WEBBER

JUL 25 1938

NOTED
VAN SCOY

Signed .....

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Received
FEB 28 1938

February 26, 1938

Mr. H. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2043 which was awarded to you on January 31 by the Oregon State Highway Commission, for the furnishing of crushed rock in stock piles on the Dillon-John Day River Section of the Columbia River Highway, in Sherman and Wasco Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
COPY

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimates will be submitted on the following projects due to insufficient work during the past month:

Con. #1989, Miller Flat-Agency, Grading (116-1007) Anderson Construction Company; final estimate nearing completion. See Resident Engineer's weekly report.

Con. #2016, Wasco Co. Line-Madras Rock Production (16-1201), H. L. Rice;

Con. #1963, Shaniko Surfacing (53-1004), Joplin & Eldon;

Con. #2009, Bloucher Section (114-1004), Fisher Bros.;

Con. #2030, Maupin Rock Prod. (53-1202) Smith & Company;

Con. #2043, Dillon@John Day River Rock Production (28-1202), H. L. Rice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

FORM S-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

27-1202

February 5th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTE

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned Resident Engineer J. E. Peck the responsibility of the engineering work on the H. L. Rice Contract #2043, Dillon-John Day River section, rock production project on the Columbia River Highway.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. H. Smith

RHS:f

cc-Mr. R. H. Baldock ✓

February 4, 1938

Mr. H. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2043 which was awarded to you on January 31, 1938, by the State Highway Commission covering the furnishing of crushed rock in stock piles on the Dillon-John Day River Section of the Columbia River Highway, in Sherman and Wasco Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 14 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HHL

handed to Mr Rice 2/4/38 in person

RECEIVED
MAY 19 1938
FOR FILING

40

January 31, 1938

Mr. H. L. Rice,
2905 Southeast Pine St.,
Portland, Oregon

Dear Sir:

This letter is to confirm my wire to you of this date advising that the State Highway Commission awarded you today the contract covering the furnishing of 7,500 cu. yds. of crushed rock, in stock pile, for the Dillon-John Day River Section of the Columbia River Highway, in Sherman and Wasco Counties. This award is based on your low bid of $10,200 submitted on January 7, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

per confirmed

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JANUARY 31 1938

H. L. RICE
3905 S. E. PINE
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY THE CONTRACT COVERING THE FURNISHING OF CRUSHED ROCK FOR THE DILLON JOHN DAY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN AND WASCO COUNTIES BASED ON YOUR LOW BID SUBMITTED JANUARY SEVENTH PERIOD CONTRACT FORMS FOLLOW SHORTLY

H B CLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

HGS:AR

cc to: R. H. Baldock

Construction Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 23th, 1958

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sirs

I have been holding up the award of the Dillon-John Day River maintenance material project awaiting alternate stockpile sites for those which we were unable to acquire from the O.W.R. & N. and Lula B. Fulton. Mr. Peck advises me that you are able to get along without these stockpile sites. If that be true, please advise definitely so that the contract can be awarded as the expiration date for holding the bids is near at hand.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-9-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 3 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

December 31st
1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Dillon-John Day River Rock Production project:

Item No.	Item			Unit Price		Amount
1.	3/4" - ½" Crushed Rock in Stockpile	1,850	cu. yds.	$1.60	$	2,960.
2.	½" - ¼" Crushed Rock in Stockpile	3,700	cu. yds.	1.60		5,920.
3.	¼" - 0" Crushed Rock in Stockpile	1,950	cu. yds.	1.60		3,120.
	Total amount of Estimate				$	12,000.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

CONTRACT# [redacted] 2044

12-1007 Service Creek-Branson Creek Sec.,
John Day Highway

2044

RECEIVED
SEP 15 1938
FOR FILING

#2044

September 14, 1938

Shell Oil Company,
1220 S. W. Morrison Street,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of recent date you are advised that the Harold Blake Contract No. 2044, Service Creek-Branson Creek Section in Grant and Wheeler Counties, was completed July 5, 1938, and was accepted July 20, 1938.

Final payment has been made to the contractor.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2044

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Harold Blake, Contractor
Oregon State Contract #2044

It is our understanding that this job has been completed. Will you please, therefore, furnish us with the completion and acceptance dates.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

RECEIVED
AUG 9 1938
FOR FILING

12-1613

August 8, 1938

Glens Falls Indemnity Company,
Jewett, Baryon, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2044, for the construction of the Service Creek-Brannon Creek Section of the John Day Highway in Grant and Wheeler Counties, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 18th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $18,095.42, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Fo .-1 1M 1-38

COMMISSIONERS
...Y F. CABELL, CHAIRMAN, PORTLAND
...F. ALDRICH, PENDLETON
P... L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 ...
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
July 26, 1938

12-1007

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
... 1938
...MISSION

...PTED
... Engineer

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Service Creek-Branson Creek oiling project, contract No. 2044, was satisfactorily completed by contractor Harold Blake on July 5th. I am enclosing herewith semi-final estimate on the project and am forwarding supporting records by express.

The total cost of the project is $19,300 , which is 5% under the project authorization. The 5% underrun is divided 1% underrun on contract items and 4% saving in contingency fund.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 18 1938
FOR FILING

RECEIVED
JUL 19 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

12-1-37

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
July 15, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the Service Creek-Branson Creek oiling project, contract No. 2044.

This price agreement covers the barreling of approximately ten tons of excess SC-a road oil. This road oil will be used in maintenance work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
end.

cc R. H. Baldock

Form 329—4M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FINAL

RECEIVED
JUL 8 1938
HIGHWAY COMMISSION

For Week Ending July 9, 1938

Section Service Creek - Branson Creek
Kind of work Oiling

Highway John Day
Section prefix 12-1007

Contractor Harold Blake
Contract number 2044

Date of contract February 17, 1938
Date of completion June 30 1938

Date work started June 7 1938
Estimated date of completion July 5, 1938

Amount of contract . . . . . $ 18,482.75
Per cent of time elapsed Time elapsed %

Estimated cost of completed project, exclusive of engineering $17,202.75

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1100.00, ... %
Date project was completed July 5, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sunday, Monday and Tuesday of this week the oiled surface was maintained with a power grader with broom attached.

The power grader was taken away July 5.

The final estimate will be submitted as soon as possible.

This will be the final report on this project.

NOTED
H. G. SMITH

RECEIVED
JUL 11 1938
CONSTRUCTION

Signed C. E. Bailey

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				27.77	
Miles partially completed				0.0	
Miles completed				27.77	
Total estimated quantities				695	
Estimated quantities moved or placed to date				695	
Average daily quantities				none	
Average daily quantities necessary to complete project on time				none	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				8	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	Clear & warm		Project completed today
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 15 1938

12-1007

April 14, 1938

Mr. W. C. Williams
Division Highway Engineer
LaGrande, Oregon

Contract No. 2044
Prefix 12-1007

Dear Sir:

In compliance with your request of April 12, we are mailing, under separate cover, one copy of Contract No. 2044, covering the Service Creek-Branson Creek Section of the John Day Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

L. E. Parsons
Asst. Office Engineer

Dict. by H. C. Wood/Gil

cc Mr. H. C. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

Proj. 12-1007

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Please send us a copy of the contract on the Service Creek-Branson Creek section of the John Day Highway, which was awarded to Harold Blake on February 17, 1938.

Very truly yours

W. C. WILLIAMS
Division Engineer

By C. D. Cannon
C. D. CANNON
Office Engineer

CDC:MA

APR 1938

RECEIVED
FOR FILING

12

March 9, 1938

Mr. Harold Blake
400 N. Thompson St.
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2044 awarded to you on February 17, 1938, for oiling the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties. This copy is for your records and files.

Very truly yours,

HBG:AH

Secretary

RECEIVED
FEB 26 1958
FOR FILING
12-1957

February 25, 1958

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2044 which was awarded to you on February 17 by the State Highway Commission, covering the oiling on the Service Creek-Brauson Creek Section of the John Day Highway in Grant and Wheeler Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
FEB 23 1938
FOR FILING

February 18, 1938

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission on February 17, 1938, awarded you the contract for 27.77 miles light oil treatment on the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties. This award was based on your low bid of $18,482.75 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert

CONTRACT# 2045, SEE: CONTRACT# 1998

29

2045 S-E: Contract 1998

CONTRACT # 2046, SEE: CONTRACT # 1999

2046 SPF: Contract 1999

CONTRACT # 2046

115-1005 Eagle Point-Baker Gulch Section,
Little Butte Secon.Hwy.

2046

Form 213—D-13084—5M—7-29.

Contract #2-46

OREGON STATE HIGHWAY COMMISSION

Daily Oiling Report

Maitland, Oregon, June 24, 1938

Coos Bay - Sea Highway, Section Eagle Pt. - Baker Gulch Crew No. ..... Prefix 115-1005

Applied today: Final Seal

P2-3 ....% oil at 26.0 Gals. per mile, Mile Post 1.0 to Mile Post 4.2 Spec. O-11

....% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

....% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

....% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

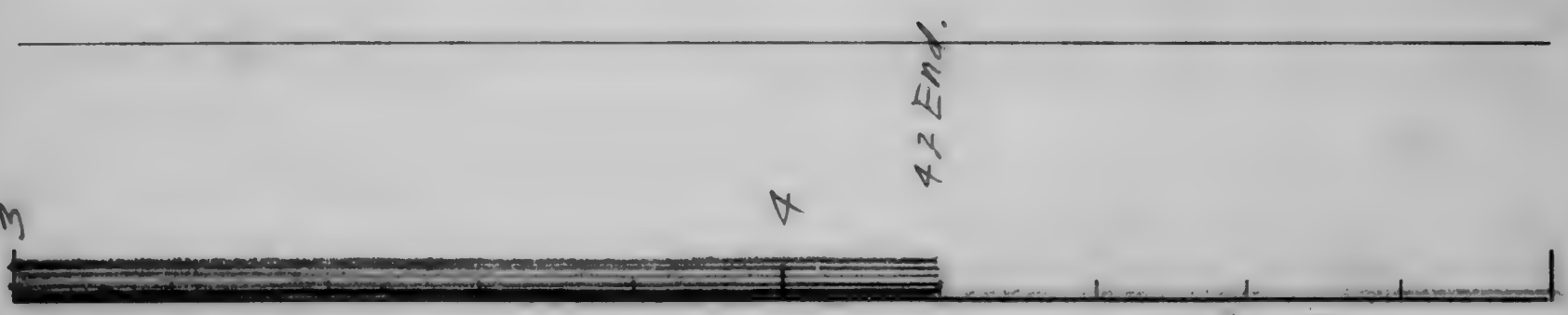
Total force: .... Men Labor: $.... Rental: ....

Cause of delays: ....

....

GRAPHIC RECORD OF PROGRESS TO DATE

— Final Seal
— 1st Seal
— Key
— Base
— Prime Coat.



Remarks: Completed

....

Weather: Fair - Warm E L Hall

Foreman

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 253—D-13064—5M—7-38.

OREGON STATE HIGHWAY COMMISSION

Daily Oiling Report

RECEIVED
JUN 17 1938
FOR FILING

Medford, Oregon, June 16, 1938

Highway, Section Lo. - Pt. Line Crew No. 15-1205

Applied today:

SC-3 % oil at 1730 Gals. per mile, Mile Post 1.6 to Mile Post 2.1 Spec. Pine Coat

..... % oil at ..... Gals. per mile, Mile Post ..... to Mile Post ..... Spec. .....

..... % oil at ..... Gals. per mile, Mile Post ..... to Mile Post ..... Spec. .....

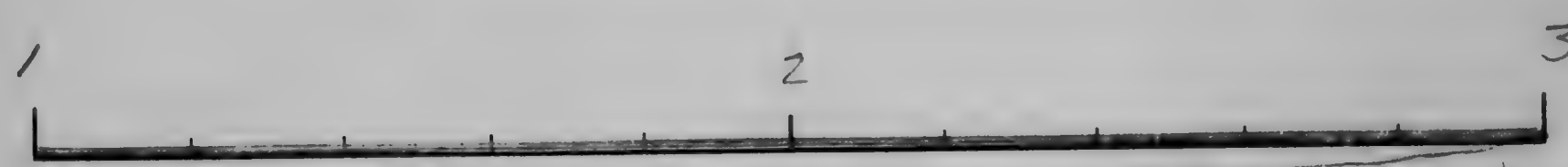
..... % oil at ..... Gals. per mile, Mile Post ..... to Mile Post ..... Spec. .....

Total force: 21 Men Labor: $..... Rental: .....

Cause of delays: .....

.....

GRAPHIC RECORD OF PROGRESS TO DATE



RECEIVED
JUN 15 1938

Remarks: .....

.....

Weather: Fair .....

.....
Foreman

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 252—D-13084—5M—7-30.

Contract #104

OREGON STATE HIGHWAY COMMISSION

RECEIVED JUN 17 1938 FOR FILING

Daily Oiling Report

Medford, Oregon, June 13, 1938

Little Butte Sec. Highway, Section Eagle Pt.-Little Butte Crew No. 115-1005 ~~Prelim~~

Applied today:

RC-3 % oil at 3.7-0 Gals. per mile, Mile Post 2.1 to Mile Post 4.2 Spec. Prime Coat

% oil at Gals. per mile, Mile Post to Mile Post Spec.

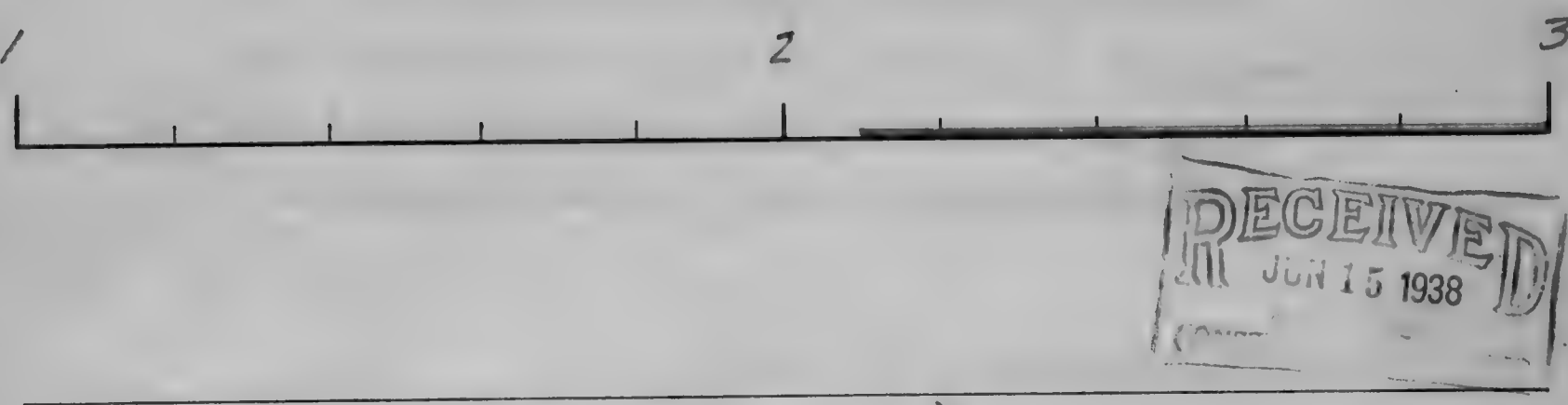
% oil at Gals. per mile, Mile Post to Mile Post Spec.

% oil at Gals. per mile, Mile Post to Mile Post Spec.

Total force: 21 Men Labor: $ Rental:

Cause of delays: None

GRAPHIC RECORD OF PROGRESS TO DATE



RECEIVED JUN 15 1938

Remarks:

Weather: Fair

C C Ward
Foreman

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

115-1005

March 15, 1938

Mr. Lewis Ulrich, Manager
Oregon State Employment Service
District #4
Medford, Oregon

Dear Sir:

In response to your inquiry of March 14, you are advised that the contract for the construction of the Eagle Point-Baker Gulch Section of the Little Butte Secondary Highway in Jackson County was awarded to Clifford A. Dunn, Klamath Falls.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By [illegible]

Secretary

JM:MBL

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE

RECEIVED
MAR 15 1938
STATE HIGHWAY COMMISSION

Medford, Oregon
March 14, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please send me the name of the contractor who has the contract for the Little Butte Secondary highway in Jackson County. Bids for this project were received on February 17, 1938.

Thank you.

Yours very truly,

Lewis Ulrich, Manager
Oregon State Employment Service
District #4

REFERRED TO
BY SECRETARY

LU/es

CONTRACT* [redacted] 2047

29-1202 Mohler-Kilcnis River Section,
Oregon Coast Hwy.

2047

RECEIVED

R. H. Baldock

COST ANALYSIS - FINAL REPORT

Mohler-Kilchis Rock Production
Oregon Coast Highway
Contract No. 2047 Prefix No. 29-1202
Contractor, Mountain States Construction Company
Engineer, J. H. Scott

NOTED
O. B. McCullough

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Mat'l. in S. P.	$3,017.75	2,521.5 cu. yds.	1.196	1.30	$3,277.95
½" - ¼" Cr. Mat'l. in S. P.	4,783.35	3,996.8 " "	1.196	1.30	5,195.84
¼" - 0" " " " " "	1,914.88	1,600.0 " "	1.196	1.30	2,080.00
¼" - 0" Rejects	108.18	432.7 " "	0.25	0.25	108.18
Haul ¼" Rejects	27.48	352.44 yd. mi.	0.078	0.10	35.24
1" - 0" Screen Rejects	513.98	2,055.9 cu. yds.	0.25	0.25	513.98
Haul 1" - 0" Rejects	145.05	1,859.6 yd. mi.	0.078	0.10	185.96
Private Sales of 1" Rejects	757.50				757.50
Haul Adjustment		-5,862.3 yd. mi.		0.10	- 586.23
	$11,268.18				$11,568.42

Gross Revenue $11,568.42

Cost 11,268.18

Net Profit Equals $ 300.24 or
3% of the Gross Revenue

Mohler-Kilchis Rock Production

Labor:		
Supervision	$ 678.50	
Labor	1,740.16	
Hired Truck Drivers	1,606.29	
State Industrial Accident	349.51	
Unemployment and Social Security	161.00	
Public Liability	40.25	
		$ 4,575.71
Equipment Rental, Small Tools and Miscellaneous Supplies:		
Equipment Rental	2,509.00	
Hired Trucks (Not including Wages and Insurance)	2,061.75	
Gas, Oil and Grease	856.59	
Main Office Expense	324.33	
Small Tools and Miscellaneous Supplies	306.12	
Lumber	264.66	
Hardware	261.91	
Bond	108.11	
		6,692.47
Total Cost		$11,268.18

Mohler-Kilchis Rock Production

REMARKS:

This contract was bid and awarded February 17, 1938. The plant set up was begun May 2nd, crushing was started June 2nd, and the contract was completed July 8, 1938.

The plant set up was made beside the county road and on the Fred Wyss bar of the Miami River 0.5 miles from the Miami road junction with the Oregon Coast Highway. The plant consisted of a scalper screen, a 9"x36" jaw crusher, a 20"x36" roll crusher and a three deck oil screen. Power was supplied with one 80 h.p. and two 40 h.p. diesel engines. One of the 40 diesels ran a generator which powered the electric motors for operating the screens, elevating buckets and conveyor belt. Gravel was drag lined from the river with a 1 cubic yard bucket powered with a 60 h.p. gas motor. The setup was good and the plant ran fair, but only 22 cubic yards of crushed material were produced an hour because there was a 63% reject on the 1" scalping screen.

To secure the 8,118 cubic yards of crushed rock in the contract, the contractor handled 22,064 cubic yards of material. Of this amount he sold 4,677 cubic yards of 1" - 0" rejects and wasted 8,836 cubic yards by widening the shoulders of the county road adjacent to the plant.

The hauling of the crushed rock was sub-contracted for $0.07 per yard mile. The haul of the reject material was done with one truck hired at $1.75 per hour.

The contractor bid this job with an expectation of about 40% rejects on the 1" screen and only because he was able to sell 4,600 cubic yards of this material was he able to make a small profit. It is understood that a county plant was once on this bar, which may account for the large percentage of rejects, but since it is doubtful if there was a sufficient quantity of material in the other bars mentioned in the specifications, it is probable that the choice of sites was as good as any.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

August 27, 1938 ~~August 12, 1938~~

IN REPLY PLEASE REFER TO FILE NO.

29-1202

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request, with consent of surety, from the Mountain States Construction Company for an extension of time on the Mohler-Kilchis River Rock Production Project, contract No. 2047.

This is a State contract, and the original time limit was June 30th. The work was completed on July 8th, an overrun of eight days. This overrun of time caused no material extra cost to the State, and it is recommended that the extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

NOTED
State Highway Engineer

RECEIVED
AUG 13 1938
FOR FILING
29-1202

August 12, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2047 for the construction of the Mohler-Kilchis River Section of the Oregon Coast Highway in Tillamook County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,810182, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 12 1938
FOR FILING
29-12-2

August 11, 1938

Mr. Warren A. McMinimee
Attorney at Law
Tillamook Building
Tillamook, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 8, concerning certain individuals who have been employed by the Mountain States Construction Company on a gravel crushing contract which was awarded to the above firm on Februa ry 17, 1938, our number 2047, and which was known as the Mohler-Kilchis River Section of the Oregon Coast Highway, in Tillamook County.

This contract provided for the furnishing of 8000 cubic yards of crushed material in stock piles. The bond furnished in connection therewith was written by the Maryland Casualty Company, for whom Hansen & Rowland, Inc., with offices in the Washington Building, Tacoma, are resident agents. In checking over our records, we find that a T. C. Wildish is shown as a truck foreman; Sotto, McCord & Harris appear on the contractors' pay roll as laborers.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

State Proj
Mohler - Kilchos R. or Rock Pkd.
T.C. Wildish shown as truck foreman and not as sub-contr
Sotto, McCord, & Harris appear on Mt States payroll

EE

RECEIVED
AUG 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

DISTRICT ATTORNEY FOR
TILLAMOOK COUNTY

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Mr. John Sotto, Lloyd McCord and Bradley Harris, of Garibaldi, Oregon, called at the office today and advised me that they worked for one Thomas Wildish, who apparently held a sub-contract with the Mountain States Construction Company, for hauling gravel from the crusher to the stock piles, from Bay City to Mohler, on the Oregon Coast Highway.

These men have not been paid in full for their claims and I am wondering if the Mountain States Construction Company, or Wildish, have a bond posted to take care of their labor claims? Mr. Sotto's claim is in excess of $25.00. Mr. McCord's claim is $8.00 and Mr. Harris' is in the neighborhood of $10.00. I am also informed that there are several other men who have unpaid labor claims. Apparently there is some question about the financial responsibility of Wildish, and inasmuch as these men have performed labor it seems to me that they should be protected.

I would appreciate hearing from you.

Yours very truly,

Warren A. McMinimee

WAM:EG

WARREN A. McMINIMEE
ATTORNEY AT LAW
TILLAMOOK BUILDING
TILLAMOOK, OREGON

August 8, 1938.

RECEIVED
AUG 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

DISTRICT ATTORNEY FOR
TILLAMOOK COUNTY

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Mr. John Sotto, Lloyd McCord and Bradley Harris, of Garibaldi, Oregon, called at the office today and advised me that they worked for one Thomas Wildish, who apparently held a sub-contract with the Mountain States Construction Company, for hauling gravel from the crusher to the stock piles, from Bay City to Mohler, on the Oregon Coast Highway.

These men have not been paid in full for their claims and I am wondering if the Mountain States Construction Company, or Wildish, have a bond posted to take care of their labor claims? Mr. Sotto's claim is in excess of $25.00. Mr. McCord's claim is $8.00 and Mr. Harris' is in the neighborhood of $10.00. I am also informed that there are several other men who have unpaid labor claims. Apparently there is some question about the financial responsibility of Wildish, and inasmuch as these men have performed labor it seems to me that they should be protected.

I would appreciate hearing from you.

Yours very truly,

Warren A. McMinimee

WAM:BG

Form 328—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 9th, 193 8

Section Wheeler-Kilchis Rock Production — *Kind of work* maintenance & oil rock production

Highway Oregon Coast — *Section prefix* 29-1202

Contractor Mountain States Construction Co — *Contract number* 2047

Date of contract February 17th, 193 8 — *Date of completion* June 30th, 193 8

Date work started May 2nd, 193 8 — *Estimated date of completion* ..., 193...

Amount of contract . . . . . $ 10400.00 — *Per cent of time elapsed* 100 plus %

Estimated cost of completed project, exclusive of engineering . . . . . $ 11000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 429.70, 4.1 % — *Date project was completed* July 8th, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing was completed on July 7th and stock pile work on July 8th. Getting into very poor material at the lower end of the bar and could not have crushed much more from this bar Most of the machinery has been moved to Eugene.

Finished cross sectioning stock piles today.

RECEIVED
JUL 11 1938
CONSTRUCTION ENGINEER

RECEIVED
JUL 11 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J.H. Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

P. W. BALDOCK

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8000		
Estimated quantities moved or placed to date			8000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			17		

Percentages of men employed on contract to be secured from: anywhere

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Till COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11					6	17
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,
Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ... 5 trucks, ..., ...

July	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 2 nd	clear and dry		
Monday			
Tuesday			
Wednesday			
Thursday			Finished crushing
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

April 11, 1938.

IN REPLY PLEASE REFER TO FILE NO.

29-5 SP

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e .

Attention: Mr. A. B. Kneass.

Dear Sir:

The contractor on the Mohler-Kilchis River Rock Production Project has notified us of his intention to secure all his rock from the gravel pit on the Miami River, on which we have a lease from Fred Wyss.

It is requested that you prepare and have executed our regular form of lease for road materials, covering the SW¼ of the SW¼ of Section 14, T. 1 N., R. 10 W., W. M., Tillamook County, Oregon.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
J. H. Scott

March 14, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
Eugene
Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2047 which was awarded to you by the State Highway Commission on February 17, 1938, covering the furnishing of crushed material in stock pile on the Nehler-Kilchis River Section of the Oregon Coast Highway, in Tillamook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

STORED
FILED
FOR FILING

February 25, 1938

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2047 which was awarded to you on February 17 by the State Highway Commission, covering the furnishing of 8,000 cubic yards of crushed material in stockpile on the Mohler-Kilchis River Section of the Oregon Coast Highway in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
FEB 23 1938
FOR FILING

February 18, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on February 17, 1938, awarded you the contract for furnishing 8,000 cu. yds. crushed rock in stock piles on the Mohler-Kilchis River Section of the Oregon Coast Highway, in Tillamook County. This award was based on your low bid of $10,400.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:AM

cc - Mr. Probert

CONTRACT# [redacted] 2048

FA 129-G Lake Lytle Outlet Bridge 1938
#2048 Sec., Oregon Coast Hwy.

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 9.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 129-9

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of

Oregon F.A.P. 129-G, Lake Lytle Outlet Bridge

, was made by a representative of this office on August 30, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

RECEIVED
SEP 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 129-G,
Lake Lytle Outlet Bridge,
Oregon Coast Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

FAP 129-G

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

jwr

Appr. 34962

Form P. R. 2

State Oregon

Federal Aid Project No. 129-C

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of July, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24 day of February, 19 38, a project statement, which was approved by the Secretary on the 9th day of April, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 24 day of February, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of seven thousand, four hundred seventy and 00/100

dollars ($ 7,470.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 81, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 866+98 and survey station 868+51, all in the NW 1/4 of Section 29, T. 2 N., R. 10 W., W. M.

, length 0.028 of a mile in Tillamook County, being Section 8 of Oregon Federal Aid project No. 129, consisting of miles of roadway and one bridge, each of more than 20 feet clear span, 0.028 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of seven thousand, four hundred seventy and 00/100 dollars ($7,470.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twelve thousand, one hundred ninety-nine and 00/100 dollars ($12,199.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, or have the effect of bridges or more than 10 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the _____ day of AUG 27 '38, 19____.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Bledsoe

Member, State Highway Commission
(Title of officer)

By F L Toutelle

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W M Kuhn

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 128-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $12,199.00 as the total estimated cost of said project, and the sum of $7,470.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of AUG 27 '38 one thousand nine hundred and .....

SECRETARY OF AGRICULTURE,

By W. C. Tracy
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 9—4250

RECEIVED JUL 15 1938

RECEIVED
AUG 16 1938
FOR FILING
7A1321-4

August 15, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2048 for the construction of a bridge over Lake Lytle Outlet on the Oregon Coast Highway in Tillamook County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 25, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,002.20, including the final payment. Of this amount $355.72 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 30 [illegible]
FOR FILING

#2048

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

127-9

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 27, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

Mountain States Construction Company completed their work on contract number 2048, Lake Lytle Outlet Bridge, on July 26, 1938. Please secure authority from the Commission to pay the final estimate on this job.

on Ore. Coast Hwy. in Tillamook Co.

A time extension will not be required on this contract as the specified date of completion is July 31, 1938.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE August 3, 1938
H. B. Glaisyer

RECEIVED
JUL 23 1938
FOR FILING
129-G

July 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Lake Lytle Outlet Bridge, Project No. FA 129-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FAF 121-G

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JUL 21 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 129-G
Lake Lytle Outlet Bridge
Oregon Coast Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

129-D

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Lake Lytle Outlet Bridge Section, F. A. Project No. 129-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. 129-C

LAKE LETLE OUTLET BRIDGE ON THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 1, 1938

1,400	lin. ft.	Treated Trestle Piling	$ 1.10	$ 1,540.00
28	M-FBM	Treated Lumber	95.00	2,660.00
120	cu. yds.	Class "D" Concrete	23.00	2,760.00
27,000	lbs.	Metal Reinforcement	0.05	1,350.00
320	lin. ft.	Concrete Handrail	4.00	1,280.00
All Required		Remove Old Bridge and Maint. Traffic		1,500.00
			Sub-total	$11,090
			10% Engr. & Cont.	1,109
			Total	$12,199

Length .028 mile

Federal Aid Funds Requested	$ 7,470
State Funds	4,729
	$12,199

State Funds for Constr.: Chaps. 175, Laws 1917; Chaps. 31, Laws 1920
State Funds for Maint.: Chaps. 41, Laws 1927

123-W

March 9, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2048 awarded to you on February 17, 1938, for construction of a bridge over Lake Lytle Outlet on the Oregon Coast Highway, in Tillamook County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FEB 23 1938
FOR FILING
129-B

February 21, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2048 which was awarded to you on February 17, 1938, by the State Highway Commission, covering the construction of Lake Lytle Outlet Bridge, on the Oregon Coast Highway, in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the last paragraph of the mimeographed SPECIAL PROVISIONS, on page 17, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 23 1938
FOR FILING

February 18, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on February 17, 1938, awarded you the contract for construction of 153 feet of pile trestle with concrete roadway on the Lake Lytle Outlet Bridge Section of the Oregon Coast Highway, in Tillamook County. This award was based on your low bid of $11,090.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HRG:AM

cc - Mr. Parson

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
FEB 21 1938
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

4-7-7

February 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 129-G, Lake Lytle Outlet Bridge section of Oregon Coast Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 129-G

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

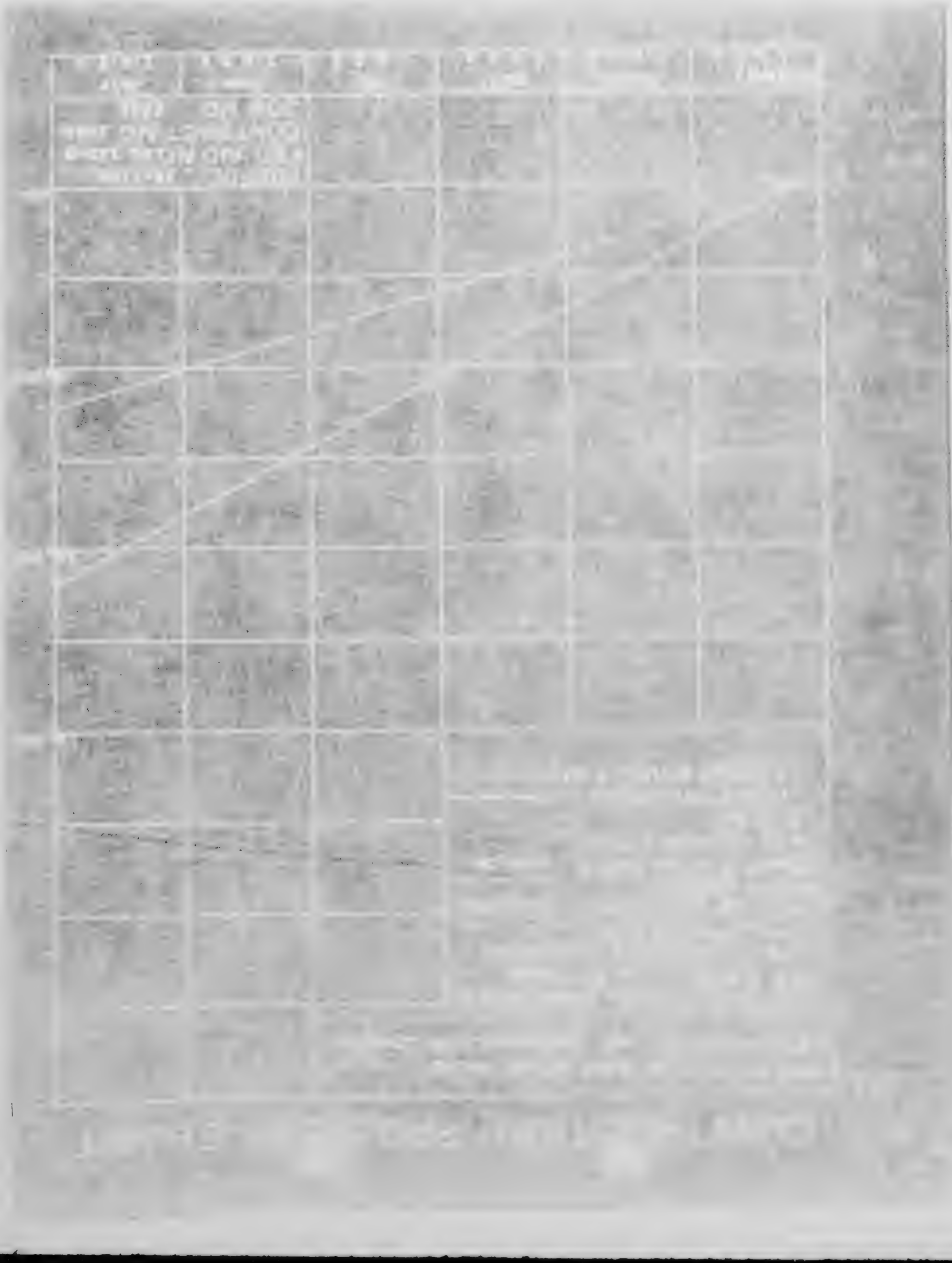
Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 129-G, the Lake Lytle Outlet Bridge on the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and project agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer



RECEIVED
JUN 10 1938
FOR FILING
129-G

January 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Lake Lytle Outlet Bridge, F. A. Project No. 129-G.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 129-C

LAKE LETTE OUTLET BRIDGE ON THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 27, 1938

1,400	lin. ft.	Treated Trestle Piling	$ 1.00	$ 1,400.00
28	M-FBM	Treated Lumber	100.00	2,800.00
120	cu. yds.	Class "D" Concrete	24.00	2,880.00
27,000	lbs.	Metal Reinforcement	0.06	1,620.00
320	lin. ft.	Concrete Handrail	5.00	1,600.00
All Required		Remove Old Bridge and Maint. Traffic		1,300.00
		Subtotal		$ 11,600
		10% Engr. & Cont.		1,160
		Total		$ 12,760

Length .028 mile

Federal Aid Funds Requested	$ 7,790
State Funds	4,970
	$ 12,760

CONTRACT# [redacted] 2049

1-1205 Baker-Durkee Section, Old Oregon Trail

2049

RECEIVED
JUL 11 1938
FOR FILING

6

Rutland

F

June 17th, 1938

1-1205

FINAL COST ANALYSIS

Old Oregon Trail Highway, Baker-Durkee Section
Rock Production
Contract 2049, Prefix 1-1205
Rogers Construction Company, Contractors
Dean Swift, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Cr. Rock in Stpl.	$3,104.51	2,051.0 cu. yd.	1.51	1.60	$3,281.60
½" - ¼" " " " "	3,060.46	2,021.9 cu. yd.	1.51	1.60	3,235.04
¼" - 0" " " " "	1,513.66	1,000 cu. yd.	1.51	1.50	1,500.00
Hauling Cr. Rock, Pile Measure	1,579.98	14,966.3 yd. mi.	0.106	0.10	1,496.63
Purchase Screen Rejections	315.35	1,261.4 cu. yd.		0.25	315.35
Force Order #1	163.21				163.21
	$9,737.17				$9,991.83

Gross Revenue	$9,991.83
Total Cost	9,737.17
Net Profit	$254.66

Net Profit Equals 2.5% of Gross Revenue

DETAIL OF COST

Labor:

Supervision	$441.29	
Labor	2,852.84	
State Industrial Accident Insurance	222.20	
State Unemployment Insurance & Social Security	131.77	
		$3,648.10

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$2,665.00	
Gas, Oil & Grease	804.00	
Hired Trucks	983.45	
Explosives	588.64	
Small Tools, Repairs, Etc.	459.65	
Miscellaneous Expense	88.57	
Moving In Expense	200.00	
Bond 1% of Gross Revenue	99.92	
Home Office 2% of Gross Revenue	199.84	
		$6,089.07
		$9,737.17

Cost of Crushed Rock

	Cost	Quantity	Unit Cost
Set Up	$628.31	6,334.3 cu. yd.	0.099
Drill & Shoot Quarry	1,063.54	" " "	0.168
Quarry to Crusher	1,642.55	" " "	0.259
Crushing	3,340.17	" " "	0.527
Haul & Stockpile	1,893.05	" " "	0.299
Overhead & Proratables	1,006.34	" " "	0.159
Total Cost of Crushed Rock in Stockpile	$9,573.96		1.511

Quantities & Sizes of Materials

3/4 - 1/2	2,051.0 cu. yd.
1/2 - 1/4	2,021.9 " "
1/4 - 0	1,000.0 " "
Screen Rejections	1,261.4 " "
	6,334.3 cu. yd.

Baker-Durkee Section

REMARKS:

This contract consisted of the production of 5,000 cubic yards of crushed materials in stockpiles. It was bid on February 18th, 1938; work was started March 4th and finished May 10th.

The quarry had been opened on a previous contract. It was located adjacent to the highway on a steeply sloping hillside. Due to varied types of materials in the quarry, some of which consisted of clay seams, it was difficult to make selection of the better types of rock. The quarry was shot on April 3rd, but due to a succeeding two day rain, the shot material became so saturated with moisture that it was impossible to produce clean materials. After suspending work for a week, it was found that the underlying broken rock showed no indications of drying, and in order to remedy this situation the contractor brought in a shovel to replace the hoist and Bagley bucket.

The crushing plant consisted of a 15 x 36 jaw crusher, a 3' cone and a 4' x 8' four deck screen, and was powered with a 120 h.p. Buda diesel engine. While operating the plant averaged from 17 to 20 cu. yds. per hour.

The contract was bid quite low, being $4,650.00 below that of the second bid, which is quite a difference in such a small job. Due to well-managed and efficient operation, however, the contractor was able to show a small profit in spite of the hindrances that made the work difficult.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM 2-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED JUL 19 193[illegible] FOR FILING

(7)

A2049

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-1205

OREGON STATE HIGHWAY COMMISSION

SALEM

June 11, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
O f f i c e

Dear Sir:

All work has been completed on the state highway contract listed below, date of completion being as indicated.

Contract No. 2049, with Rogers Construction Company, for furnishing crushed rock for the Baker-Durkee Section on the Old Oregon Trail Highway in Baker County, was completed May 10, 1938.

Acceptance of the above listed project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/ER/kr

cc: Mr. J. McFarland

APPROVED BY HIGHWAY COMMISSION
DATE June 14, 1938
H. B. Glaisyer
Secretary

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED JUN 9 1938 FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 4, 1938

1-1205

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
JUN 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith extra work order No. 1 on the Baker-Durkee rock production project.

This work order should have been submitted with the semi-final records, but was overlooked at that time. The order covers the preparation of stock-pile site as provided for in the general provisions of the contract.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 6 1938
FOR FILING

#2049

June 4, 1938

United Pacific Insurance Company,
H. L. Bitchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2049 for the construction of the Baker-Durkee Section of the Old Oregon Trail in Baker County, has been completed by the contractors, RogerstConstruction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 14, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $9,991.83, including the final payment. Of this amount $165.21 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14,1938, 193...

Section Baker - Durkee

Kind of work Rock Prod.

Highway Old Oregon Trail

Section prefix 1 - 1205

Contractor Rogers Const. Co.

Contract number 2049

Date of contract Feb. 18,1938, 193...

Date of completion June 15,1938, 193...

Date work started Mar. 4,1938, 193...

Estimated date of completion May 10,1938, 193...

Amount of contract . . . . . $ 9400.00

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 9400.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 550.00, 6 %

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing finished on Tuesday of this week. The piles are all finished and the crushi machinery has been moved out.

RECEIVED
MAY 16 1938

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			5000		
Estimated quantities moved or placed to date			5000		
Average daily quantities			200		
Average daily quantities necessary to complete project on time					
Number shifts per day			3		
Hours per shift			7		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NRS COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4				11		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1 .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ... Trucks, 3 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

March 14, 1938

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2049, which was awarded to you by the State Highway Commission on February 18, 1938, covering the furnishing of crushed rock in stock piles on the Baker-Durkee Section of the Old Oregon Trail Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HEL

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 5, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
MAR - 1938
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In submitting my estimate of cost for the financial setup on the Baker-Burkee maintenance materials project as of September 10, 1937, I included $250 for purchase of screen rejections and $250 for the purchase and preparation of stockpile sites.

In the project authorization neither of these items has been included in the setup, there being only the amount of the contract plus 10% engineering and contingencies. It is barely possible that we can get by on this allocation by using a portion of the engineering and contingencies fund to cover the purchase and preparation of stockpile sites, but this will probably entail the elimination of purchasing screen rejections. If at all possible, I would like to have the $500 requested for these items reinstated in the project authorization.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:M

cc R. H. Baldock

RECEIVED
FEB 26 1938
FOR FILING

February 25, 1938

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2049 which was awarded to you on February 18, 1938, by the State Highway Commission covering the furnishing of crushed rock in stock piles on the Baker-Durkee Section of the Old Oregon Trail Highway, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of "Additional Special Provisions" immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 23 1938
FOR FILING

1-1205

February 19, 1938

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

The State Highway Commission on February 18, 1938, awarded you the contract for furnishing 5,000 cu. yds. crushed rock in stock piles on the Baker-Durkee Section of the Old Oregon Trail, in Baker County. This award was based on your low bid of $9,200 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. Probert

FORM S-M-1 1930 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 14 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 13, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Owing to the fact that contractors do not seem to like the quarry selected for use on the Baker-Durkee maintenance materials project, it will not be advisable to readvertise the job using the same quarry.

I will make an immediate investigation as to possibility of finding a different quarry on which a suitable bid may be obtained and will submit specifications when located.

Owing to the fact that no crushing could probably be done before April, a March letting would be satisfactory for readvertising.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:mA

cc R. H. Baldock

CONTRACT # 2050

10-1204 Drain Rock Production, Pacific & Umpqua Hwys.

2050

RECEIVED
JUL 8 1938
FOR FILING
R. H. Baldock
16-12-4

NOTED
State Highway Engineer

FINAL COST ANALYSIS - JUNE 14,1938

Drain Rock Production Project

Pacific & Umpqua Highways in Douglas Co.

Contract #2050 Prefix 10-f204

Eugene Sand & Gravel Company, Cont. E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Crushed Material in Stockpile	4,382.89	2300.9 C.Y.	1.905	2.06	$ 4,739.85
½" - ¼" Crushed Material in Stockpile	4,658.90	2445.8 C.Y.	1.905	2.06	5,038.35
¼" - 0" Crushed Material in stockpile	2,509.08	1317.2 C.Y.	1.905	2.06	2,713.43
P.A.#1 Haul Adjustment		1350 Yd.Mi.		0.10	135.00
	11,550.87				$ 12,626.63

Gross Revenue	$ 12,626.63
Total Cost:	11,550.87
Net Profit	$ 1,075.76

Net Profit Equals 8.5% of Gross Revenue

Labor

Supervision		$ 341.00	
Labor		1,234.05	
State Ind. Acc. Comm.	5% of P/R	78.75	
Unemp. Comp.	2% of P/R	31.50	
Old Age Benefit	1% of P/R	15.75	
			$ 1,701.05

Materials

3/4" - ½" Crushed Rock	2300.9 C.Y. at 75¢ at Eugene	$ 1,725.68
½" - ¼" " "	2445.8 C. Y. " 75¢ at Eugene	1,834.35
¼" - 0" " "	1317.2 C.Y. at 75¢ at Eugene	987.90
Frt. on 6064 CY(7525T) at 2½¢ per cwt		3,762.44
		$ 8,310.37

Drain Rock Production Project

Miscellaneous:

Move In - Setup Bunker	$ 50.00	
Unloading Equipment Rent	20.00	
Truck Rent, Including GOG	1,216.91	
Home Office Expense 1% of Rev.	126.27	
Bond 1% of Rev.	126.27	
		$ 1,539.45
Total Cost		$11,550.87

REMARKS:

This is a State Project consisting of furnishing 5800 c.y. of crushed gravel in stockpiles for later use in connection with maintenance operations. The contract was awarded Feb. 18, 1938. Work was started Feb. 24, and completed April 16,1938.

Material was secured from the contractor's own commercial plant at Eugene and shipped in rail cars to Drain. A bunker was erected and a loader was installed to transfer rock from the cars to the bunker. Four hired 3 c.y. trucks hauled material from the bunker to stockpiles located on the Pacific and Umpqua Highways.

Although the bid prices were low the contractor was able to realize a small profit by getting the material from his own plant, shipping by a special freight rate, and by trucking without unnecessary delay.

E.H. Clymer,
Cost Analyst

#2050

RECEIVED
MAY 28 1938
FOR FILING
16-12-4

May 27, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2050 for the construction of the Drain Rock Production Project on the Pacific and Umpqua Highways in Douglas County, has been completed by the contractors, Eugene Sand & Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 6, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,626.83, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 7, 1938

Section Drain Rock Production — *Kind of work* Rock Production

Highway Pacific and Umpqua — *Section prefix* 10-1204 (State Proj.)

Contractor Eugene Sand and Gravel Co. — *Contract number* 2050

Date of contract February 18; 1938 — *Date of completion* June 30, 1938

Date work started " 24, 1938 — *Estimated date of completion* April 15, 1938

Amount of contract $ 11,948.00 — *Per cent of time elapsed* Completed %

Estimated cost of completed project, exclusive of engineering $ 12,491.63

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 577.61, 4 % — *Date project was completed* April 15, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man, 2 days, and one man, 1 day, completing computations and estimate.

Final estimate forwarded to Division office at Roseburg on Saturday.

RECEIVED

Signed E.E. Vaughan Resident Engineer

Address Box 513, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2050

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3/4" - 1/2"	1/2" - 1/4"	1/4" - 0"		
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date	2,300.9c.y.	2,445.8 c.y.	1,317.2 c.y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 401 P. 8-36 10M

#2050

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
MAR 10 1938
OREGON
STATE HIGHWAY COMMISSION

ATWATER 8881

6TH FLOOR YEON BUILDING
Portland, Oregon

March 9, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Eugene Sand & Gravel Co.
Eugene, Oregon

It is our understanding that Eugene Sand & Gravel Co. has a rock job in Drain, Oregon.

We anticipate furnishing petroleum products to this operation and shall therefore appreciate your completing the attached questionnaire, returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D E Nichols

District Credit Supervisor

LHarbison:B

March 9, 1938

Eugene Sand & Gravel Company
843 Franklin Boulevard
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2050 awarded to you on February 18, 1938, for the Drain Rock Production Project on the Pacific and Umpqua Highways, in Douglas County. This copy is for your records and files.

Very truly yours,

HBG:AE

Secretary

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MAR 3 - 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

March 2, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

The "Record of Project Expenditure Authorization" form 348 for the Drain Rock Production Project failed to set up any money for the purchase and clearing of stockpile sites.

In the estimate sent with the special provisions I asked for $400.00 for the purchase of sites and $250.00 for clearing. Will you advise whether or not this matter was overlooked or whether these items will have to be taken care of by the contingency fund.

The amounts originally asked for for the purchase of the quarry and purchase and hauling of rejects will not be required as the contractor is furnishing his own site.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KDL:AF

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE No.

March 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. SMITH

Dear Sir:

This is to advise that Mr. E. K. Umphlette, Eugene, will be the resident construction engineer on the Drain Rock Production Project.

Yours very truly,

K. D. LITLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDO
cc--R. H. Baldock
S. H. Probert
E. K. Umphlette

FILED
FOR FILING

February 25, 1958

Eugene Sand & Gravel Company
848 Franklin Boulevard
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2050 which was awarded to you on February 18 by the State Highway Commission, covering the furnishing of 5,800 cubic yards of crushed materials in stockpile on the Drain Rock Production Project on the Pacific and Umpqua Highways in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
FEB 23 1938
FOR FILING

February 19, 1938

Eugene Sand & Gravel Co.
Box 607
Eugene, Oregon

Gentlemen:

The State Highway Commission on February 18, 1938, awarded you the contract for furnishing 5,800 cu. yds. crushed rock in stock piles on the Drain Rock Production Project on the Pacific and Umpqua Highways, in Douglas County. This award was based on your low bid of $11,948.00 submitted on that date. Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:AM

cc - Mr. Probert

FORM S-A-1 10M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 27th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sirs

In regard to the Drain maintenance project, I note that you are allowing an alternate for the crushed gravel or crushed rock by only specifying a quarry for crushed rock. I presume the allowance for crushed gravel is to allow the commercial plants at Eugene to bid if they can furnish it cheaper than crushed rock.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 20th, 1937.

10-1234

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

This is to advise that the prospective bidders on the Paradise Creek-Drain Rock Production Project should contact Mr. Ford at Roseburg as he is the engineer nearest this job.

Have you decided to put this job on as originally written and secure the Beckley bar?

I was down on this job again last Monday and looked over the Binder bar again. We were unable to find any material in the pasture which was of any value and Mr. Binder refuses to allow us to take gravel from the area which he cultivates unless we pay him 7½¢ per cubic yard royalty. I believe there is too much sandstone in this bar to make suitable oil rock material.

I tried to look at some of the bars farther up the Umpqua River but the water was so high we could not see anything.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM S-A-1 SM 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. [illegible]
STATE HIG. [illegible]
S[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

September 20th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Will you kindly secure approval from the Commission of a rock production project from Paradise Creek to Drain on the Umpqua Highway. This covers approximately 10,000 yards, at an estimated cost of $19,000.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. E. Glaisyer

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

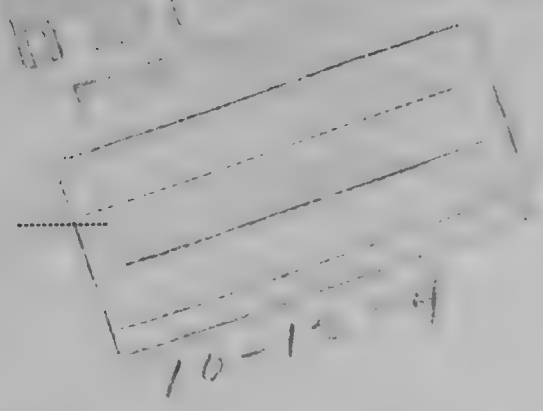
R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.



Sept. 14th, 1937

NOT E.L.
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

I am sending herewith special provisions covering the rock production project between Paradise Creek and Drain on the Umpqua Highway.

If this meets with your approval, will you please turn them over to Mr. Smith?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

CONTRACT# [redacted] 2051

10-111-3 Wilson Ranch-Scottsburg Section,
Umpqua Highway

2031

RECEIVED
OCT 10 1938
FOR FILING
10-1113

#2051

October 10, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2051, for the construction of the Wilson Ranch-Scottsburg Section of the Umpqua Highway in Douglas County, has been completed by the contractors, Babler Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 20, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,291.55, excluding the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 28 1938
FILING

RECEIVED
SEP 26 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 25, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. C. Smith

Dear Sir:

As requested in your letter of the 17th, we are submitting a second semi-final estimate on the Wilson Ranch-Scottsburg Section, Contract 2051, to replace the set lost in your office.

Very truly yours,

K. D. LYTLE
Division Engineer

C

encs

cc: Baldock ✓

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 17,1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K.D.Lytle,
Division Engineer,
Roseburg,Ore.

Dear Sir:

NOTED
State Highway Engineer

The semi-final estimate and quantity summary sheets on the Wilson Ranch-Scottsburg Section of the Umpqua Highway, Contract 2051 has been lost or misplaced. Will you please have a copy submitted immediately in order that the checking may not be unnecessarily delayed.

Yours very truly,

R.H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G.Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16th., 1938

Section Wilson Ranch - Scottsburg — *Kind of work* Oiling

Highway Umpqua — *Section prefix* 10 - 1115

Contractor Babler Bros. — *Contract number* 2051

Date of contract February 18th., 1938, 193 — *Date of completion* July 31st., 1938

Date work started June 27th., 1938, 193 — *Estimated date of completion* July 11th., 1938

Amount of contract . . . . . $ 14,862.50 — *Per cent of time elapsed* 96%

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,306.00

Per cent of contract completed, based on total contract price 96%

Engineering cost to date, $ 560.00, 3.7% — *Date project was completed* July 11th., 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Put screenings on that Section that was sealed Saturday late Sunday and spent Monday brooming and Rolling and blading shoulders.

NOTED
VAN SCOY

JUL 19 1938

NOTED
RAY WESCOTT

Signed Helen E Roberts

Address Reedsport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				7.81	
Miles partially completed				XXXXXXX	
Miles completed				7.81	
Total estimated quantities				3,629 Cu. Yds. 383 Tons Oil	
Estimated quantities moved or placed to date				3,629Cu. Yds. 383 Tons Oil	
Average daily quantities				XXXXXXX	
Average daily quantities necessary to complete project on time				XXXXXXX	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				34	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....,
Compressors ....., Bull dozers ....., Sheet-foot rollers ....., Trucks 5. ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cool		
Monday	Showers		
Tuesday	Warm		
Wednesday	Fair		
Thursday	Warm		
Friday	Fair		
Saturday	Fair		

March 14, 1938

[redacted]
1636 S.E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No 2051 which was awarded to you by the State Highway Commission on February 18, 1938, covering the oiling of the Wilson Ranch-Scottsburg Section of the Umpqua Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FILED
FOR FILING

February 25, 1938

Babler Bros.
1656 S. E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2051 which was awarded to you on February 18 by the State Highway Commission, covering the oiling on the Wilson Ranch-Scottsburg Section of the Umpqua Highway in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
FEB 23 1938
FOR FILING

10-11

February 19, 1938

Babler Bros.
1636 S. E. 6th
Portland, Oregon

Gentlemen:

The State Highway Commission on February 18, 1938, awarded you the contract for 7.81 miles light oil treatment on the Wilson Ranch-Scottsburg Section of the Umpqua Highway, in Douglas County. This award was based on your low bid of $14,862.90, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. Probert

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
ROY E. GLADSTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED FEB 11 1938 FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

February 8, 1938

RECEIVED FEB 10 1938 STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

In special provisions for Wilson Ranch-Scottsburg Oiling Project, on page 13, covering Measurement and Payment, under sub-head "C", we state as follows:

"C If tar is used in the work, the basis of measurement for it shall be the same as is specified for No. 3 road oil."

Shouldn't the No. 3 road oil be changed to SC-6, as no No. 3 oil is specified?

This may not be considered material but thought I would call it to your attention.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock
S. H. Probert

CONTRACT# [redacted] 2052

19-1004 West Forest Boundary-Horse Ranch Section, Fremont Hwy.

2052

August 25th, 1938

COST ANALYSIS - FINAL REPORT

Fremont Highway, West Forest Boundary-Horse Ranch Section
Oiling Contract 2052 Prefix 19-1004
J. C. Compton, Contractor
R. B. Gould, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$573.65	16.24 Miles	35.00	90.00	$1,461.60
SC-2 Road Oil in Place	10,083.09	490.09 Tons	20.57	19.00	9,311.71
Gravel Cover Materials	804.63	2,226 cu. yd.	0.36	0.30	667.80
Hauling " "	1,186.68	10,790 cu. yd. mi.	0.11	0.12	1,294.80
	$12,648.05				$12,735.91

Gross Revenue	$12,735.91
Total Cost	12,648.05
Net Profit	$87.86

Net Profit Equals 0.7% of Gross Revenue

Detail of Cost

Labor:

Supervision	$175.00	
Labor	1,345.55	
State Industrial Accident Insurance	68.42	
Unemployment Insurance & Social Security	60.82	
		$1,649.79

Materials:

SC-2 Road Oil	490.09 Tons at $8.25	$4,043.24	
" " " Freight		2,994.94	
			$7,038.18

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$1,749.83	
Gas, Oil & Grease		859.22	
Small Tools, Supplies & Misc.		510.01	
Miscellaneous & Overhead Expense		206.96	
Licenses		124.62	
Bond	1% of Gross Revenue	127.36	
Home Office	3% of " "	382.08	
			$3,960.08
			$12,648.05

Breakdown of SC-2 Cost

	Cost	Quantity	Unit Cost
Heat & Load	$454.95	490.09 Tons	0.928
Haul (Av. 18 Miles)	863.15	" "	1.761
Spread	794.62	" "	1.621
Materials Cost	7,038.18	" "	14.361
Overhead, Flagging & Proratable Expense	932.19	" "	1.902
	$10,083.09	" "	$20.573

West Forest Boundary-Horse Ranch Section

REMARKS:

This contract consisted of the application of light oil (SC-2) treatment on 10.24 miles of roadway. It was bid and awarded on February 18th, 1938; work was started on May 4th and completed May 19th, 1938.

The gravel surfacing, which was completed last fall on the Bureau of Public Roads contract, was in excellent shape when the contractor moved onto the job, and consequently required very little preparation before the application of the oil.

Cold weather reretarded progress at the start of the operations, but warmer weather prevailed during the latter part. The oil was spread in two applications and then covered with pit run gravel, followed by light blading, brushing and rolling until well compacted and of uniform texture throughout.

The contract was bid too low.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
AUG 3 1938
FOR FILING
19-1004

#2052

July 28, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2052 for the construction of the West Forest Boundary-Horse Ranch Section of the Fremont Highway in Klamath and Lake Counties, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 6th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,735.91, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. byJ. McFarland.

Form S.h.-1 (Rev. 6-36)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

DEPOSITED
OREGON HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

/ Opm / 0 c 4:

June 1st, 1938

IN REPLY PLEASE REFER TO FILE No.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

We find it impossible to let any more contracts this year for the production of maintenance material; and therefore, any sealing which you do on the Fremont Highway north of Silver Lake must be done with local material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Form 226—5M—6-37

RECEIVED

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1938, 193...

Section West Forest Boundary - Horse Ranch Sec. *Kind of work* Oiling (Dust Palliative) SC2

Highway Fremont *Section prefix* 19-1004 NOTED

Contractor J. C. Compton *Contract number* 2052 State Highway Engineer

Date of contract February 18, 1938, 193... *Date of completion* June 30, 1938, 193...

Date work started May 4, 1938, 193... *Estimated date of completion* May 19, 1938, 193...

Amount of contract . . . . . $ 13,091.60 *Per cent of time elapsed* 70%

Estimated cost of completed project, exclusive of engineering . . . . . $ 13091.60

Per cent of contract completed, based on total contract price 85%

Engineering cost to date, $ 520.00, 4.7 % *Date project was completed* ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

First lift of SC2 Oil completed and second lift now completed excepting for two tank cars of oil to be laid early next week.

The gravel surface completed last fall was in excellent shape to take the oil. Due to cold weather the first 30% did not penetrate rapidly and was finally covered. Warm weather following this part of the application caused the balance of the first oil lift to penetrate and permit traffic to go on the surface within two days. Gravel sufacing had been well bladed to a smooth surface prior to the oil application. Shoulders were somewhat softer than desirable.

Signed Robert B. Gould,

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				16.24	
Miles partially completed				8,	
Miles completed				8	
Total estimated quantities				500 Tons	
Estimated quantities moved or placed to date				400 "	
Average daily quantities				40 "	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				21	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers 0, Crushing or screening plants 0,
Compressors 0, Bull dozers 0, Sheet-foot rollers 0, . . Brooms 1, Distributor, 1., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Weather fair all week.		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 6 1938
FOR FILING

19-1604

April 6, 1938

Mr. J. C. Compton,

McMinnville, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of the following contracts which were awarded to you on February 18, 1938:

Contract No. 2052 - West Forest Boundary-Horse Ranch Section of the Fremont Highway, in Klamath and Lake Counties;

Contract No. 2053 - Juntura-Harper Section of the Central Oregon Highway, in Malheur County.

These copies are for your records and files.

Yours very truly,

HBG:MC

Secretary

RECEIVED
APR 6 1938
FOR FILING

19-1004

April 6, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy and Kern,
Lewis Building,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of each of the following contracts awarded to you on February 18, 1938:

Contract No. 2052 - Awarded to J. C. Compton, McMinnville, covering oiling of the West Forest Boundary-Horse Ranch Section of the Fremont Highway, in Klamath and Lake Counties;

Contract No. 2053 - Awarded to J. C. Compton, covering the oiling of the Juntura-Harper Section of the Central Oregon Highway, in Malheur County.

These copies of the contracts are sent to you as you appear as surety on the bonds furnished in connection with each and are for your records and files.

Yours very truly,

HBG:MC

Secretary

HOME OFFICE
McMinnville, Oregon
Phone 106

J. C. COMPTON

General Contractor

McMINNVILLE, OREGON

19-1004

March 10, 1938

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

19-1004 23-1018

Dear Sir:

The delay in signing Contracts No. 2052 and No. 2053 is due to Mr. Compton being out of the State for the past three weeks. He has just returned and signed the contracts and we are forwarding them to our bonding company.

Yours very truly,

J. C. COMPTON

By: MOSS T. COMPTON

VTCJM

REFERRED TO
BY SECRETARY

RECEIVED
FILING

February 25, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2052 which was awarded to you on February 18 by the State Highway Commission, covering the oiling on the West Forest Boundary-Horse Ranch Section of the Fremont Highway in Klamath and Lake Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 14 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

RECEIVED
FEB 23 1938
FOR FILING

February 19, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on February 18, 1938, awarded you the contract for 16.24 miles light oil treatment on the West Forest Boundary-Horse Ranch Section of the Fremont Highway, in Klamath and Lake Counties. This award was based on your low bid of $13,091.60 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HEG:AM

cc - Mr. Probert

FORM S-A-1 SIP 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLÉ, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 15 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

February 11th
1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the West Forest Boundary-Horse Ranch section of the Fremont Highway, for 16.24 miles of oiling:

Item No.	Item		Unit Price	Amount
1.	Preparation of Base	16.24 miles	@ 93.00	$ 1,510.32
2.	SC-2 Road Oil in Place	500 tons	20.00	10,000.00
3.	Gravel Cover Materials	2,300 cu. yds.	0.50	1,150.00
4.	Hauling Cover Materials	12,000 yd. mile	0.10	1,200.00
		Amount of Estimate		$ 16,860.32

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
H. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM S-D-1 3M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JAN 1938
IN REPLY PLEASE
REFER TO FILE NO.
COMMISSION

January 19th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NKJT-L
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our letter of transmittal under date of January 17th pertaining to the proposed oiling project through the Fremont National Forest from the west forest boundary to Mile Post 12.15 to the east forest boundary at Mile Post 28.39.

In this letter we neglected to call your attention to your letter of instructions under date of April 6, 1937, in which you stated that the Forest Service requests advance information concerning proposed highway construction within the forest boundary.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
K. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

CONTRACT# [redacted] 2053

23-1018 Juntura-Harper Section, Central Oregon Highway

F 633

#2053

RECEIVED
SEP 8 1938
FOR FILING

23-1-1 K
2053

September 2, 1938

H. D. Maxwell Petroleum Corporation
721 Alexander Avenue
Tacoma, Washington

Attention: Victor Linsler

Gentlemen:

Reply is made to your letter of August 30 in regard to your account against J. C. Compton Company for furnishing road oil for use in connection with its contract with the Oregon State Highway Commission at Harper and Juntura, in Malheur County.

The contract to which you refer is state highway contract No. 2053 and is for oiling the Juntura-Harper Section of the Central Oregon Highway.

The records disclose that this contract was awarded on February 18, 1938, and that the specified date of completion was June 30, 1938. The records also disclose that the job was completed June 17, 1938, and was accepted by the State Highway Commission on July 20, 1938; also that final payment was made on July 28, 1938.

Mr. Compton is a reliable contractor and I do not believe you will have any difficulty in securing from him a satisfactory settlement of your claim. However, should you encounter difficulties, then you still are protected by the bond which Mr. Compton furnished the state in connection with this job for the protection of claims arising out of the same. The bond was written by the Glens Falls Indemnity Company for whom Jewett, Barton, Leavy and Kern are agents with offices in the Lewis Bldg., Portland.

I am inclosing a mimeographed copy of Chapter 280, Laws of Oregon for 1931, relative to the filing of claims against contractors on public work.

Very truly yours,

HBG:AM

Secretary

FILED
SECRETARY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 1, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Claisyer
O-f-f-i-c-e

Dear Sir:

I presume that you will wish to reply to the attached letter of August 3[illegible] from the H. D. Maxwell Petroleum Corporation, which inquires concerning payments due J. C. Compton inasmuch as the letter intimates the possibility of a lien against the contractor's payments.

I find that on the Tillamook County Oil Project, contract 2004, there is a semi-final voucher for $7,418.42; and on the Mills Bridge-Jordan Creek Section Oiling Project, contract 2065, there is a semi-final estimate voucher for $12,275.92--both of these vouchers having been mailed to the contractor for signature yesterday. On the Buena Vista Project, contract 2091, estimate 1, in the amount of $10,439.58, is with the Secretary of State for warrant.

Yours respectfully,

Carl F. Smith
Auditor

CFS:IS
Attach.

WHITE ROSE
GASOLINE
FUEL OIL
DIESEL OIL
LUBRICATING OIL

H. D. MAXWELL PETROLEUM CORPORATION

721 ALEXANDER AVE. ● TACOMA, WASHINGTON

TELEPHONE
MAIN 7787

RECEIVED
AUG 31 1938
STATE HIGHWAY COMMISSION

AUGUST 30, 1938

Department of Highways
State of Oregon
Salem,
Oregon

Gentlemen:

During the months of May and June our company delivered road oil to the J. C. Compton Company for their use on State of Oregon Highway jobs in Harper and Juntura in Malheur County, Oregon.

This company have a balance of $2,356.07 owing us on this oil and as the account is now well over 30 days past due we are writing you to inquire as to whether your account with them has been paid from which, of course, they should in turn settle with us. If this account is now paid we would so appreciate your advising us, however, if it is not we would like to apply for a lein against this account in order to protect our interest or account with them.

We would appreciate your advise in this regard as soon as possible. Thank you.

Very truly yours,

H. D. MAXWELL PETROLEUM CORP.

By: Victor Linsler
Victor Linsler

VL:IM

finaled July 28
$ 708.01

M.B.G.

RECEIVED
OCT 8 1938
FOR FILING
23-1018
2053

August 27th, 1938

COST ANALYSIS - FINAL REPORT

Central Oregon Highway, Juntura-Harper Section
Oiling Contract 2053 Prefix 23-1018

J. C. Compton, Contractor
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$1,717.18	34.52 Miles	50.00	85.00	$2,934.20
SC-2 Road Oil in Place	21,822.71	924.91 Tons	23.59	22.00	20,348.02
Sprinkling	505.90	318 M-Gals.	1.59	1.00	318.00
	$24,045.79				$23,600.22

Total Cost	$24,045.79
Gross Revenue	23,600.22
Net Loss	$445.57

Net Loss Equals 1.9% of the Gross Revenue

Detail of Cost

Labor:			
Supervision		$308.00	
Labor		2,009.23	
State Industrial Accident Insurance		104.28	
Unemployment Insurance & Social Security		92.69	
			$2,514.20
Materials:			
SC-2 Road Oil	774.21 Tons at $6.75 f.o.b. Tacoma	$5,225.92	
SC-2 Road Oil	150.50 " " 8.25 " Portland	1,241.63	
Freight on Oil		9,719.71	
			$16,187.26
Equipment Rental, Supplie s and Miscellaneous:			
Equipment Rental		$2,377.00	
Rented Equipment		147.50	
Gas, Oil & Grease		1,250.49	
Small Tools, Supplies & Misc.		613.17	
Licenses & P.U.C.		146.68	
Misc. Overhead Expense		101.49	
Bond	1% of Gross Revenue	236.00	
Home Office	2% of " "	472.00	
			$5,344.33
			$24,045.79

Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Heat & Load	$818.16	924.91 Tons	0.884
Haul Oil (Av. 10 mis.)	1,574.27	" "	1.702
Spread	1,116.22	" "	1.206
Cover	216.00	" "	0.234
Flagging & Piloting	720.12	" "	0.779
Overhead & Proratable Exp.	1,190.68	" "	1.287
Materials	16,187.26	" "	17.501
	$21,822.71	924.91 Tons	$23.593

Juntura-Harper Section

REMARKS:

This contract consisted of the application of light oil treatment on 34.52 miles of roadway. It was bid and awarded on Feb. 18th, 1938; work was started May 22nd and finished June 17th.

Of the 935.19 tons of SC-2 road oil used on this project, 784.69 tons were supplied by the Maxwell Oil Co. at Tacoma; while the remainder was brought from Portland. The contractor set up at both Harper & Juntura, 630.67 tons being handled from the former and 304.52 from the latter point. The final estimate showe a deduction of 10.28 tons due to water content of the Maxwell product.

The provisions specified that the oiling work be so conducted that not more than eight miles of one way traffic would at any time be required. This tended to hold up the operations to quite an extent, and consequently increased the cost. The contractor spent an abnormally large amount for traffic control. Had he used an automobile for a pilot car instead of a motocycle a still higher cost would have been experienced on this item.

The contract was bid too low for a fair profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUL 12 1938
FOR FILING

23-1018
2053

#2053

July 12, 1938

Glens Falls Indemnity Company,
Fewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2053 for the construction of the Juntura-Harper Section of the Central Oregon Highway in Malheur County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,600.22, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 5 1938
FOR FILING

23-101 F
2053

#2053

July 2, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2053, Juntura-Harper Section of the Central Oregon Highway in Malheur County. This payment will be made on or after July 12th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S.H.-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED JUL 2 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED JUN 30 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 29, 1938

23-101R
2053

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

I am submitting herewith semi-final estimate on the Juntura-Harper oiling project, contract number 2053. All work on this project was satisfactorily completed on June 17.

In support of the semi-final estimate, there is being submitted to you by express two material receipt books and the invoices for 24 cars of oil.

You will note on the oil invoices that correction for excess water has been made for four cars of oil billed on delivery ticket 02085 under date of 5-28-38 and one car of oil billed on delivery ticket 02069 under date of 5-27-38. The oil delivered in these cars was not suitable for use unless a correction was made for excess water and the contractor agreed to the deduction of the amount of water if he was permitted to use the oil.

NOTED
State Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc
cc R. H. Baldock
cc J. W. McCallister
cc S. H. Probert

Form 300—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18,1938, 193...

Section Juntura-Harper — *Kind of work* Oiling

Highway Central Oregon — *Section prefix* 23-1018

Contractor J.C.Compton — *Contract number* 2053

Date of contract Feb.18, 1938 — *Date of completion* June 30, 1938

Date work started May 22, 1938 — *Estimated date of completion* June 17, 1938

Amount of contract . . . . . $ 23334.20 — *Per cent of time elapsed* 91 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24267.57

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1100.00, ... % — *Date project was completed* June 17,1938, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The last of the oil was spread Tuesday; blading, brooming, and cleanup were finished Friday.

RECEIVED
JUN 20 1938

120 of 132 days.

Signed L. R. Chandler

Address Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

P. H. BALDOCK

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				34.52	
Miles partially completed				34.52	
Miles completed				34.52	
Total estimated quantities				936 tons	
Estimated quantities moved or placed to date				936 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time				0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				22	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Malheur COUNTY	Yamhill COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6	9			4	3	22
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 2, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers, Distributor --1, trucks 4 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	fair		
Tuesday	warm		
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
R. H. BALDOCK, STATE HIGHWAY ENGINEER, SALEM
R. B. GLASSER, SECRETARY

RECEIVED
APR
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

April 6, 1938

IN REPLY PLEASE REFER TO FILE NO.

23-1018
2053

Glens Falls Indemnity Company,
Jewett, barton, Leavy and Kern,
Lewis Building,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of each of the following contracts awarded to you on February 18, 1938:

Contract No. 2052 - Awarded to J. C. Compton, McMinnville, covering oiling on the West Forest Boundary-Horse Ranch Section of the Fremont Highway, in Klamath and Lake Counties;

Contract No. 2053 - Awarded to J. C. Compton, covering the oiling of the Juntura-Harper Section of the Central Oregon Highway, in Malheur County.

These copies of the contracts are sent to you as you appear as surety on the bonds furnished in connection with each and are for your records and files.

Yours very truly,

HBG:MC

Secretary

RECEIVED
APR 6 1938
FOR FILING
C
O
P
Y

23-10 18
2053

April 6, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of the following contracts which were awarded to you on February 18, 1938:

Contract No. 2052 - West Forest Boundary-Horse Rance Section of the Fremont Highway, in Klamath and Lake Counties;

Contract No. 2053 - Juntura-Harper Section of the Central Oregon Highway, in Malheur County.

These copies are for your records and files.

Yours very truly,

Secretary

HBG:MC

23-1018
#2053

COPY

J. C. Compton
McMinnville, Oregon

March 10, 1938

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

19-1004 23-1018

The delay in signing Contracts No. 2052 and No. 2053 is due to Mr. Compton being out of the State for the past three weeks. He has just returned and signed the contracts and we are forwarding them to our bonding company.

Yours very truly,

J. C . COMPTON

By MOSS T. COMPTON

MTC JM

RECEIVED
FEB 26 1938
FOR FILING

23-1018
2053

February 25, 1938

Mr. J. C. Compton
McMinnville
Oregon.

Dear Sir:

We are sending you today by express four copies of Contract No. 2053 which was awarded to you on February 18, 1938, by the State Highway Commission covering the oiling of the Juntura-Harper Section of the Central Oregon Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to your surety.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of "Additional Special Provisions" immediately following page No. 13 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of the amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 23 1938
FOR FILING
22-1614
2053

February 19, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on February 18, 1938, awarded you the contract for 34.52 miles light oil treatment on the Juntura-Harper Section of the Central Oregon Highway, in Malheur County. This award was based on your low bid of $23,334.20 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBC:AM

cc - Mr. Probert

FORM S-No.1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 12 1938
FOR FILING

H. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 11 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 8, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. H. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith estimate of cost and special provisions for the application of SC-2 road oil on the Juntura-Harper section of the Central Oregon Highway and the Service Creek-Burton Canyon and Spray-Branson Creek sections of the John Day Highway.

Inasmuch as we have prepared no special provisions in the past for this type of oiling, it may be that you will wish to considerably alter the specifications as I have submitted them. I have, in general, specified the most effective method we have learned for this type of work. In particular should we specify the light brooming of the oil in order to distribute any possible pools that may have formed. You will also note that I have specified no brooming of the roadway. We find that much better results can be obtained by the elimination of brooming for the reason that the broom picks out materials from small depressions, etc., causing irregularities in the surface. If the small irregularities are left filled with fine materials, they will compact under the oil so that a smoother job is obtainable without brooming. The light oil will readily penetrate the materials so that the results are much different than if heavy oil were being used.

I have estimated the cost along the line of what the work can be done for by state forces. If a suitable bid is received, the work should be contracted, but if bids are much in excess of what the work can be done for with state forces, I would recommend that contract not be let. The oiling crew in this division will have ample time to perform this work in addition to maintenance reoiling and still complete well within the oiling season. In fact, it would be of some benefit to perform the work with state forces in that it would permit of a better season for the oiling crew. I would suggest that bids on these projects be called at the February meeting so that plans may be made in our oiling schedule for the performing of the work by state forces if satisfactory bids are not received.

NOTED

H. B. GLAISYER, SECRETARY
E. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #2
Subject: Special provisions, estimate of cost, Juniura-Harper Sec., Central Ore. Hwy and Service Cr.-Burton Canyon and Spray-Branson Cr. Secs. John Day Hwy. — 1-8-38

Although I have allowed a 10% engineering and contingency fund, it is very doubtful if more than 3% will be required, as only a small amount of engineering supervision will be necessary, especially if performed by state forces.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:mA
e.c.

cc R. H. Baldock
J. N. Bishop

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 10, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Project sketch maps will be mailed to your office tomorrow on the Juntura-Harper section of the Central Oregon Highway and the Service Creek-Burton Canyon and Spray-Branson Creek sections of the John Day Highway.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
J. N. Bishop

CONTRACT #2054

FAS 4-A Hermiston-Cold Springs Section
2054 Hermiston Secondary 1938

RECEIVED
OCT 31 1938
FOR FILING

RECEIVED
OCT 28 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 4-A
Hermiston-Cold Springs
Sec. of Hermiston Hwy.

October 27, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Jron

Apr. 36005

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 4-A

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 11th day of December, 1937, a project statement, which was approved by the Secretary on the 20th day of December, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 1st day of February, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of thirteen thousand, ninety and 00/100

dollars ($ 13,090.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ..... from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ..... survey station 1407 in the NW 1/4 of Sec. 22, T. 5 N., R. 29 E., and survey station 348+84 in Hermiston, in the SE 1/4 of Sec. 11, T. 4 N., R. 28 E., W. M.

....., length ..... 6.548 ..... miles, in ..... Umatilla ..... County, being Section ..... A ..... of ..... Oregon Federal Aid Secondary project No. FAS 4 ....., consisting of ..... 6.548 ..... miles of roadway and ..... no ..... bridges, each of more than 20 feet clear span, of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirteen thousand, ninty and 00/100 dollars ($13,090.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-three thousand, one hundred thirty-two and 00/100 dollars ($23,132.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1937

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 15 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 5-6518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 4,A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 23,132.00 as the total estimated cost of said project, and the sum of $ 15,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 15 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. W. Stanley
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4080

RECEIVED
OCT 1 1938
FOR FILING

7a L 4-a

#2054

REFERRED TO
Secretary
Contract Section

September 30, 1938

Rogers Construction Co.
General Road Contractors
Dayton, Washington

Attention: Eli Neal Jr., Bookkeeper

Gentlemen:

I wish to thank you for your letter of September 28 advising us of the status of the claim of Mr. Charles Stonesifer.

I have read Mr. Stonesifer's letter which you inclosed and in view thereof I am having our records corrected to show that the claim has been disposed of. It is evident that Mr. Stonesifer's letter directed to the Highway Commission cancelling the claim went astray because we did not receive it and your communication was the first knowledge that we have had that he is not pressing you for payment.

Your courtesy in forwarding Mr. Stonesifer's letter is much appreciated. The same is being returned to you herewith.

Very truly yours,

[redacted]

Secretary

cc - United Pacific Insurance Co.
M. L. Ritchie, Local Agent
Board of Trade Bldg.
Portland, Oregon

COPY

Rogers Constr. Co.

Mr. Ray Rogers.

I am writing you in regard to the claim I put in. I am droping it and have notified Oregon State to that effect. I was out of humor at the time and gave it to the Labor Attorney but they advise me to swear to lie to collect it which I will not do for twice the amount so if you feel you can never do nothing for me please do not do nothing against me in geting another job. I listened to much to some others which may-be not come from you.

C. Stonesifer

Apt. 25 J. Exchange

Walla Walla, Washington

W. R. Rogers

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

September 28, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On August 2 you advised our surety, the United Pacific Insurance Company, that you had received a notice from Mr. Charles Stonesifer of his claim against the Rogers Construction Company in the sum of $86.00 for unpaid wages in connection with State Highway Contract No. 2054, for the oiling of the Hermiston-Cold Springs Section of the Hermiston Secondary Highway, in Umatilla County.

On September 21 we received a letter from Mr. Stonesifer stating that he was dropping this claim and that he had notified you to that effect. Mr. Stonesifer mailed his letter September 15 to Mr. Ray Rogers, personally. Mr. Rogers was out of town and consequently we did not get his letter until September 21.

We advised the United Pacific Insurance Company, on September 23, that Mr. Stonesifer had dropped his claim. Today, however, we received a letter from the Insurance Company stating that you had notified them that you had not been advised that this claim had been withdrawn.

Therefore we are enclosing Mr. Stonesifer's letter, along with the original envelope. We believe that this letter will give you a complete explanation of why he filed a claim against us.

Please advise us at your earliest convenience whether this claim has been dropped or whether further proof will be required.

Very truly yours,

ROGERS CONSTRUCTION CO.

By Eli Neal Jr.
Bookkeeper

ANSWERED
H. B. G.

F H Baldock

September 26th, 1938

FAS 4-A

COST ANALYSIS - FINAL REPORT

Hermiston Secondary Highway, Hermiston-Cold Springs Section
Contract 2054, Prefix 130-1008
Rogers Construction Co., Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Selected Roadbed Topping	$898.52	2,630.0 cu. yd.	0.34	0.40	$1,052.00
Hauling " "	744.62	8,273.5 yd. mi.	0.08	0.10	827.35
Crushed Rock Surfacing	1,917.68	1,250.0 cu. yd.	1.53	1.20	1,500.00
Sprinkling	769.50	615.6 M-Gals.	1.25	1.50	923.40
Preparation of Base	1,154.90	6.55 Miles	176.00	150.00	982.50
Placing of Mineral Agg.	1,630.80	1,760.0 cu. yd.	0.93	1.00	1,760.00
Crushing and Placing Mineral Aggregate	6,835.29	3,676.5 cu. yd.	1.86	2.00	7,353.00
SC-6 Road Oil in Place	6,606.33	255.7 Tons	25.90	26.00	6,648.20
Emulsified Cutback in Seal Coat	1,187.31	58.18 Tons	20.40	26.00	1,512.68
3/4" - ½" Cr. Rock in Stockpile	555.37	584.6 cu. yd.	0.95	1.10	643.06
½" - ¼" Cr. Rock in Stockpile	555.57	584.8 cu. yd.	0.95	1.10	643.28
Hauling Cr. Rock in Stpl.	58.47	584.7 yd. mi.	0.10	0.10	58.47
Purchase of Screen Rejections	293.90	1,175.6 cu. yd.		0.25	293.90
PA #1 SC-2 Road Oil in Place	813.08	39.0 Tons	20.80	26.00	1,014.00
PA #2 SC-6 " " " Bbls.	193.78	9.03 "		22.50	193.78
PA #3 Additional Haul Min. Agg.	64.40	644.0 yd. mi.		0.10	64.40
PA #3 Extra Moving of Shovel	16.00			16.00	16.00
	$24,295.52				$25,486.02

Gross Revenue	$25,486.02
Total Cost	24,295.52
Net Profit	$1,190.50

Net Profit Equals 4.7% of Gross Revenue

Detail of Cost

Labor:

Supervision		$521.00	
Labor		5,589.35	
State Industrial Accident Insurance		305.51	
Unemployment Insurance & Social Security		244.72	
			$6,660.58

Materials:

SC-6 Road Oil	255.7 Tons	at	$8.00	$2,045.60
SC-6 " "	9.03 "	"	6.50	59.10
SC-2 " "	39.0 "	"	8.25	321.75
RC-3 " "	58.18 "	"	9.50	552.71
Freight on SC-6	264.73 "	"	10.20	2,700.25
" " SC-2	39.0 "	"	5.00	195.00
" " RC-3	58.18 "	"	5.00	290.90
Extra Freight Charge				32.45
				$6,197.76

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$4,195.25	
Rented Equipment		250.00	
Rental on Oiling Outfit (Not incl. labor & gas)		899.27	
Hired Trucks " " " " "		918.97	
Gas, Oil & Grease		2,239.60	
Explosives		693.63	
Drill Bits		100.30	
Small Tools, Repairs & Misc.		962.04	
Move In		200.00	
Misc. Expense		213.04	
Bond	1% of Gross Revenue	254.86	
Home Office	2% " " "	509.72	
			$11,437.18

Total Cost $24,295.52

Cost of Crushed Rock

	Cost	Quantity	Unit Cost
Plant Erection	$481.68	7,271.5 cu. yd.	0.066
Drill & Shoot Quarry	1,225.16	" " "	0.168
Quarry to Crusher	694.73	" " "	0.096
Crushing	2,289.25	" " "	0.315
Overhead & Proratables	490.00	" " "	0.067
	$5,180.82	7,271.5 cu. yd.	$0.712

Quantities & Sizes of Crushed Material

1" - 0	1,250.0 cu. yd.
3/4" - 1/2"	2,093.1 " "
1/2" - 1/4"	2,235.3 " "
1/4" - 0	517.0 " "
Screen Rejections	1,175.6 " "
	7,271.5 cu. yd.

Hermiston-Cold Springs Section

REMARKS:

This contract consisted of the construction of 1.53 miles of gravel topping and crushed rock surfacing, and the application of 6.55 miles of oil mat surfacing. It was awarded on February 18th, 1933; work was started April 1st, and completed July 6th.

During the period April 1st to April 12th, a crew of five men completed the drilling and shooting of quarry, after which the erection of plant was begun. On April 20th, the crushing plant was put in operation and continued to run until May 13th, at which time the necessary quantities had been completed.

The contractor carried on all operations with efficiency with the exception of the oiling operations. An oiling outfit was rented from the Western States Blacktop Co., and the work was performed by the contractor's crew. Due to inexperience the work was carried on none too effectively.

The contractor is primarily a crusher operator and can produce crushed materials at a fairly low cost.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
SEP 26 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7a X 4-A

September 23, 1938

RECEIVED
SEP 24 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon FAS 4-A, Hermiston-Columbia School Section of the Hermiston Highway, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Final inspection of this project was made by a representative of this office on August 25, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
SEP 23 1938
FOR FILING
3 C & 4-C

September 22, 1938

UNITED PACIFIC INSURANCE COMPANY
Exchange Building
Seattle, Washington

Attention Mr. Fred A. Garbe, Attorney

Gentlemen:

Reference is made to your letter of September 21, concerning the Rogers Construction Company Contract, No. 2054, Hermiston-Cold Springs Section, in Umatilla County, with respect to the claim of Charles Stonesifer.

In our letter of September 19 we did advise you that, as far as we knew, there were no outstanding claims against this contract. However, this was an error, and this office has never been advised that the above claim has been settled.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

September 21, 1938

RECEIVED
SEP 22 1938
STATE H... COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Claim No. B 791 - Rogers Construction Co. - Charles Stonesifer - State Highway Contract No. 2054, Hermiston-Cold Springs Section of the Hermiston Secondary Highway in Umatilla County.

Gentlemen:

We have your letter of September 19th advising us that the above contract has been completed by the Rogers Construction Company and that final settlement will be made on or after September 29, 1938.

Your letter states further that you are not advised of any unpaid claims for labor or material, or of the existence of any debts or claims due on the work and remaining unsatisfied. Our records show that under date of August 2, 1938 you notified us that the claim of Mr. Charles Stonesifer in the sum of $86.00 for unpaid wages in connection with the above contract had not been settled. The Rogers Construction Company advised us that this claim was not well founded, but we have heard nothing further regarding same, and therefore assume that the matter has been satisfactorily disposed of and the claim released.

Will you kindly advise us regarding the disposition of this claim.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

Frank A. Garbe, Attorney
Claim Department

FAG:re

REFERRED TO
BY SECRETARY

#2054

RECEIVED
SEP 19 1938
FOR FILING

September 19, 1938

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2054, for the construction of the Hermiston-Cold Springs Section of the Hermiston Secondary Highway in Umatilla County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made bybthe State with said contractors for work done under said contract on or after September 29, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes nonresponsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,472.97, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 8 1938
FOR FILING

7.2 L 4-A

August 26, 1938

UNION OIL COMPANY OF CALIFORNIA
Chronicle Building
926 W. Sprague Avenue
Spokane, Washington

Attention Wm. S. Newton, Jr.

Gentlemen:

Responding to your inquiry of August 19 re State of Oregon Contract No. 2054, you are advised that the contract was completed July 6, and accepted by the Commission August 3, 1938.

Very truly yours,

Secretary

RA:MBL

U.S. 4-37 SM

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
AUG 21 1938
STATE HIGHWAY COMMISSION

CHRONICLE BUILDING
926 W. SPRAGUE AVENUE
MAIN 3266
Spokane, Wash.

August 19, 1938

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract #2054
Rogers Construction Company

We are informed that this contract has been completed, and in order that our records may be complete, will you please advise us the date it was accepted?

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. FAHAY
District Credit Supervisor

WSN:VB

By: W S Newton Jr.

RECEIVED
SEP 8 1938
FOR FILING

#2054

August 26, 1938

UNITED PACIFIC INSURANCE COMPANY
M. L. Ritchey, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No.2054, Hermiston-Cold Springs Section of the Hermiston Secondary State Highway, in Umatilla County. This payment will be made on or after September 6, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING
7a-L 4-2

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
August 22, 1938

RECEIVED
AUG 24 1938
OREGON
STATE HIGHWAY COMMISSION
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith request for additional project expenditure in the amount of $5,100 on the Hermiston-Cold Springs Section of the Hermiston Secondary Highway in Umatilla County.

The necessity for the additional project expenditure is explained in the attached letter from Resident Engineer C. C. Slavens, in which he gives reasons for the various overruns and underruns.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

M-1 1M 1-38

COMMISSIONERS
MARY F. CABELL, CHAIRMAN, PORTLAND
S. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE
H. B. GLANSTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 17 1938
FOR FILING
7-1-Y H-2

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 12, 1938

RECEIVED
1938
IN REPLY PLEASE REFER TO FILE NO.
COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Hermiston-Cold Springs Section of the Hermiston Secondary Highway was satisfactorily completed by the contractor on July 6, 1938 and I am submitting herewith semi-final estimate on the project.

The resident engineer was quite slow in submitting the semi-final estimate on this project and I will attempt to have him submit semi-final estimates more promptly in the future.

You will note that there is an overrun of the project of approximately $3,000. This was the result of an increase in the amount of mineral aggregate used in the oil mat surface treatment and will be more fully explained when the resident engineer has submitted his report. No such report was received with the semi-final estimate and I have requested that the same be submitted immediately together with a request for additional project authorization.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
C. B. McCullough

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
AUG 12 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
August 9, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Reference is being made to the Price Agreement for barreling SC-6 Road Oil on the Hermiston-Cold Springs Section.

The labor cost per ton for barreling appears to be rather high when compared with that on other jobs. Will you please give us the breakdown on this cost.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

NOTED
C. S. McCullough

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

RECEIVED
AUG 9 1938
FOR FILING

RECEIVED
AUG 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

August 5, 1938

Rogers Construction Company
Dayton
Washington

Re: Claim B-791 - Rogers Construction Company - Charles Stonesifer -

Gentlemen:

We have been advised by the Oregon State Highway Commission that Mr. Charles Stonesifer has filed claim with the State of Oregon in the sum of $86. for unpaid wages in connection with State Highway Contract No. 2054 for the oiling of the Hermiston-Cold Springs section of the Hermiston Secondary Highway in Umatilla County, Oregon.

There is undoubtedly some good reason why this claim has not been paid but in order that we may know what position to take with the claimant and for the purpose of our records, will you kindly advise us the circumstances surrounding this claim and why same has not been paid. We would also appreciate your advising us when this claim has been released, in order that we may close our claim file herein.

Yours truly

UNITED PACIFIC INSURANCE COMPANY

Frank A. Garbe
Attorney
Claim Department

FAG-McC

cc - Oregon State Highway Commission, Salem, Oregon
Attention: Mr. H. H. Glaisyer, Secy.

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ROSEBURG
H. B. VAN DUZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 6 1938
FOR FILING

Fax 4-a

RECEIVED
AUG 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
August 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreements No. 2 and No. 3 on the Hermiston-Cold Springs surfacing and oiling project.

Price agreement No. 3 in the amount of $80.40 covers cost of moving to a stockpile not designated in the contract and extra haul on material therefrom. The contract on this project specified that the 1¼"-3/4" mineral aggregate should be obtained from a State owned stockpile at mile point 199.9. Due to an over-run in mineral aggregate caused by uncompacted sub-grade, there was insufficient material in the designated pile and it was necessary to move to a stockpile 5.8 miles distant. This was an additional expense for the contractor in moving and additional haul on the mineral aggregate from the supplementary stockpile site.

NOTED
State Highway Engineer

Price agreement No. 2 covers the barreling of approximately nine tons of excess road oil. This road oil will be used in maintenance work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
AUG 3 1938
FOR FILING

August 2, 1938

UNITED PACIFIC INSURANCE COMPANY
M. L. Ritchie, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received notice from Mr. Charles Stonesifer of his claim against Rogers Construction Company in the sum of $86.00 for unpaid wages in connection with State Highway Contract No. 2054 for the oiling of the Hermiston-Cold Springs Section of the Hermiston Secondary Highway, in Umatilla County.

Since you are surety for the contractors on this job, we are notifying you of this claim, with the request that you give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[redacted]BL

cc - Rogers Construction Company

AUG 3 1938
RECEIVED

August 1, 1938

Mr. Charles Stonesifer
Farmers' Exchange Building
Apartment #25
Walla Walla, Washington

Dear Sir:

This acknowledges receipt of your letter of July 27, notifying us of your claim in the amount of $86.00 against Rogers Construction Company for unpaid wages in connection with State Highway Contract No. 2054 for the oiling of the Hermiston-Cold Springs Section of the Hermiston Secondary State Highway, in Umatilla County.

We are today notifying the contractors and their surety of this claim and you should do the same. The surety company which furnished the bond for protection of claims against Rogers Construction Company in connection with this job is the United Pacific Insurance Company, which is represented by M. L. Ritchey, Board of Trade Building, Portland. In addition, in order to further protect your claim, it is necessary for you to notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information. In case you do not secure satisfaction through the surety, within six months from the date of acceptance of the job, this precaution further protects your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 2[illegible] 1938

RECEIVED
JUL 28 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Dept.
Salem, Oregon.

Dear Sirs:—

I hereby enter my claim against Rogers Construction Company of Dayton Washington for Eighty-six Dollars ($86.00) for unpaid wages.

My Pct number is ~~2045~~ 2054 and is in the Umatilla county, known as the Cold Spring section.

Yours truly,

Charles Stonecipher
Farmers Exchange Bldg.
Apt # 25
Walla Walla, Wash.

M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FINAL

FAS 4-A

14

For Week Ending July 9, *19*38

Section Hermiston- Cold Springs

Highway Hermiston Secondary

Contractor Rogers Construction Company

Date of contract February 18, *19*38

Date work started April 1, *19*38

Amount of contract . . . . . $ 21,342.50

Kind of work Surfacing and Oiling

Section prefix 130-1008

Contract number 2054

Date of completion July 31, *19*38

Estimated date of completion July 6, *19*38

Per cent of time elapsed 89.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,069.41

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $1400.00, ... %

Date project was completed July 6, *19*38

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

During the week a motor grader with broom attached was used in maintaining the finished seal coat.

Also some work was done shaping up shoulders.

The screen reject pile at the plant was shaped up.

This project was completed July 6, 1938

The final estimate will be submitted as soon as possible.

This will be the last report on this project.

RECEIVED JUL 11 1938 OFFICE OF CONSTRUCTION ENGINEER

Signed C. E. Haven

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.53		6.55	
Miles partially completed		0		0	
Miles completed		1.53		6.55	
Total estimated quantities		3850	1131	5440	
Estimated quantities moved or placed to date		3850	1131	5440	
Average daily quantities		0	0	0	
Average daily quantities necessary to complete project on time		0	0	0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				4	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & warm		
Monday	" " "		
Tuesday	" " "		
Wednesday	" " "		Project completed today
Thursday			
Friday			
Saturday			

#2054

RECEIVED
JUN 29 1938
FOR FILING

Fa-L 4-A

June 28, 1938

Mr. Charles Stonesifer,
Farmers' Exchange Building,
Walla Walla, Washington.

Dear Sir:

In response to your inquiry of June 25th you are advised that the Rogers Construction Company contract in Umatilla County is No. 2054, and is known as the Hermiston-Cold Springs Section of the Hermiston Secondary Highway, 1.55 miles surfacing and 6.55 miles oiling.

The minimum hourly wage for a roller man on this job is $0.75.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 27 1938
OREGON
STATE HIGHWAY COMMISSION

June 25, 1938

The Oregon State High-way Department

Salem, Oregon

Dear Sirs:-

I am writing you to find out the number of the job from Hermiston to the Umatilla cut-off taken by Rogers' Construction Company and the wage scale per hour for a roller man.

If this information could be sent to me, I would appreciate it very much.

Yours very truly,

Charles Stonesifer

Charles Stonesifer

Farmers' Exchange Bldg.

Walla Walla, Wash.

CHS:CCS

0.75 ¢

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 20 1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

June 18, 1938

7a & 4-a

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In the construction of the oil mat surface treatment on the Hermiston-Cold Springs section of the Hermiston Secondary Highway, we were unable to satisfactorily compact a section of the roadbed 2.48 miles in length. Adequate surfacing materials on this section were available, ut the materials contained a high percentage of sand. It seemed that it would be necessary to use either clay filler or bind the loose materials with oil. As filler materials would be injurious to the oil surface, it was decided to use SC-2 road oil as a prime coat.

To cover this work, I am enclosing price agreement No. 1 covering 40 tons of SC-2 road oil in place at a price of $26.00 per ton. This price is slightly above the ordinary price of SC-2 road oil in place, but in this particular instance considerable more work was necessary in the preparation of the subgrade and maintenance of the surface after the prime coat was placed. It is, therefore, recommended that price agreement in the amount of $26.00 per ton be approved and additional authorization in the amount of $523 is requested.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc r. H. Baldock

RECEIVED
JUN 10 1938
FOR FILING

70 V 4-1

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Hermiston-Cold Springs Section, Project No. FAS 4-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 4-A

HERMISTON-COLD SPRINGS SECTION OF THE HERMISTON HIGHWAY IN UMATILLA COUNTY

(Estimate as Basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 1, 1957

Work Within City of Hermiston (Sta. 326+00 to 346+84)

0.39	mile	Preparation of Base	$150.00	$ 58.50
100	cu. yds.	Placing Mineral Aggregate	1.00	100.00
140	cu. yds.	Crushing & Placing Mineral Aggregate	2.00	280.00
18	tons	Type SC-5 Road Oil in Place	26.00	468.00
4	tons	Emulsified or Cutback Asphalt	26.00	104.00
			Sub-total	$ 1,010
			10% Engr. & Cont.	101
			Total	$ 1,111
		Length	0.395 mile	
		Cost per mile	$2,812	

Work Outside City (Sta. 326+00 to 1+07)

2,600	cu. yds.	Selected Roadbed Topping	$ 0.40	$ 1,040.00
8,000	yd. mi.	Hauling Roadbed Topping	0.10	800.00
1,200	cu. yds.	Crushed Rock Surfacing	1.20	1,440.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.10	20.00
200	M-Gals.	Sprinkling	1.50	300.00
6.16	miles	Preparation of Base	150.00	924.00
1,500	cu. yds.	Placing Mineral Aggregate	1.00	1,500.00
2,060	cu. yds.	Crushing and Placing Mineral Aggregate	2.00	4,120.00
252	tons	Type SC-6 Road Oil in Place	26.00	6,552.00
66	tons	Emulsified or Cutback Asphalt in Seal Coat	26.00	1,716.00
			Sub-total	$18,492
			10% Engr. & Cont.	1,849
			Total	$20,341
		Length	6.153 miles	
		Cost per mile	$3,305	

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 1,111	$ 678	$ 433
Work Outside City	20,341	12,412	7,929
	$21,452	$13,090	$8,362

NON-PARTICIPATING ITEMS

Stockpiled Materials Furnished under State Contract No. 1427:

Within City of Harmiston

100 cu. yds.	1½" – ¾" Crushed Rock	$1.05	$105.00

Work Outside City

1,500 cu. yds.	1½" – ¾" Crushed Rock	$1.05	$1,575.00
			$1,680.00

State Funds for Construction: Chap. 175, laws 1917; Chaps. 31, laws 1920
State Funds for Maintenance: Chaps. 41, laws 1927

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

7014-A

May 31, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In preparing subgrade on the Hermiston Secondary highway for oiling, we were unable to satisfactorily compact the materials on the south end of the project for a distance of about four miles. A high percentage of fines and sandy materials were contained in the surfacing on this section. We did not wish to incorporate any clay filler and it appeared that the best procedure would be to prime the base with an oil light enough to penetrate.

For this work one 10,000 gallon car of SC-2 road oil has been ordered and this will be applied as a prime coat at a spread of approximately .3 gallon per square yard. The oil has been ordered and work will start as soon as the oil arrives, which will probably be Thursday.

I attempted to call you by telephone Saturday to obtain your approval, but was unable to locate you. I did, however, call Mr. T. M. Davis of the Bureau of Public Roads, and after he was advised of conditions, he gave his approval.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

RECEIVED
MAR 15 1938
FOR FILING

March 14, 1938

ROGERS CONSTRUCTION COMPANY
Box 04
Dayton, Washington

Gentlemen:

We are sending you today a fully executed copy of Contract No. 2054 which was awarded to you on February 18, 1938, by the State Highway Commission, covering the surfacing and oiling of the Hermiston-Cold Springs Section of the Hermiston Secondary State Highway, in Umatilla County.

We are sending this copy to you by express, and it is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 26 1938
FOR FILING

2054-A

February 25, 1938

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of contract No. 2054 which was awarded to you on February 18, 1938, by the State Highway Commission, covering the construction of the Hermiston-Cold Springs Section of HermistonSecondary State Highway, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed "Additional Special Provisions" immediately following page No. 12 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 23 1938
FOR FILING

February 19, 1938

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

The State Highway Commission on February 18, 1938, awarded you the contract for 1.53 miles surfacing, 6.55 miles oiling, and furnishing 1,600 cu. yds. crushed rock in stock piles for the Hermiston-Cold Springs Section of the Hermiston Secondary Highway, in Umatilla County. This award was based on your low bid of $21,342.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

by

Secretary

HBG:AM

cc - Mr. Probert

RECEIVED
FEB 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS 4-A

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 4-A, the Hermiston-Cold Springs section of the Hermiston Secondary Highway, to the Roger Construction Co., Dayton, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

From

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 701 A 4-A

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project FAS 4-A, the Hermiston-Cold Springs Section of the Hermiston Highway, are today being recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

We have corrected two apparent inadvertent errors in the estimate by changing Station 153+00 to Station 326+00 in the description of the work outside of the city and by changing the quantity of 1-1/4" - 3/4" Crushed Rock of the non-participating item from 800 cu. yds. to 1,500 cu. yds. Please use the proper figures in preparation of the project agreement estimate.

We note the bituminous content in the O-11 type has been slightly reduced. This change is satisfactory to this office, but may we again request that where such changes are involved in specifications, particularly where none have been made for some time, it be called to our attention when submitting P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 7-1-11

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 22, 1938, requesting the extension of Oregon FAS 4, Hermiston-Columbia School section, to a junction with the Columbia River Highway as a minor change in the Oregon 1938 Secondary program.

We are today in receipt of wire advice that the increase of this project from 3.6 miles to 6.5 miles, and the total estimated cost from $15,000 to $26,500, with Federal funds from $9,100 to $16,000, has been approved as a minor revision in the 1938 Secondary program.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

January 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Hermiston-Cold Springs Section, Project No. FAS 4-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 4-A

HERMISTON-COLD SPRINGS SECTION

OF THE HERMISTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not an basis for project agreement.)

Salem, Oregon, January 27, 1938

Work Within City of Hermiston (Sta. 326+00 to 346+84)

0.39	mile	Preparation of Base	$ 100.00	$ 39.00
100	cu. yds.	Placing Mineral Aggregate	1.25	125.00
140	cu. yds.	Crushing & Placing Mineral Aggregate	3.25	455.00
18	tons	Type SC-6 Road Oil in Place	28.00	504.00
4	tons	Emulsified or Cutback Asphalt	30.00	120.00
		Subtotal		$ 1,243
		10% Engr. & Cont.		124
		Total		$ 1,367
		Length	0.395 mile	
		Cost per mile	$ 3,460	

326+00

Work Outside City (Sta. 153+09 to 1+07)

2,600	cu. yds.	Selected Roadbed Topping	$ 0.40	$ 1,040.00
8,000	yd. mi.	Hauling Roadbed Topping	0.12	960.00
1,200	cu. yds.	Crushed Rock Surfacing	2.00	2,400.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.15	30.00
200	M-Gal.	Sprinkling	1.50	300.00
6.16	miles	Preparation of Base	100.00	616.00
1,500	cu. yds.	Placing Mineral Aggregate	1.25	1,875.00
2,060	cu. yds.	Crushing & Placing Mineral Aggregate	3.25	6,695.00
252	tons	Type SC-6 Road Oil in Place	28.00	7,056.00
66	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	1,980.00
		Subtotal		$23,032
		10% Engr. & Cont.		2,303
		Total		$25,335

Length	6.153 miles
Cost per mile	$ 4,117

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 1,367	$ 834	$ 533
Work Outside City	25,335	15,456	9,879
	$26,702	$16,290	$10,412

NON-PARTICIPATING ITEMS

Stock Piled Materials Furnished under State Contract No. 1427

Within City of Hermiston

100 cu. yds.	1½" - ¾" Crushed Rock	$ 1.05	$ 105.00

Work Outside City

800 cu. yds.	1½" - ¾" Crushed Rock	1.05	840.00
			$ 945.00

FORM S-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 11 1938
DEPARTMENT OF AGRICULTURE
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 7, 1938

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
JAN 10 1938
STATE HIGHWAY COMMISSION

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As requested in your telephone conversation this date, I am enclosing herewith my estimate of cost for the entire section of the Hermiston Secondary Highway between Hermiston and the Columbia River Highway junction. The quantities as listed in the estimate are to be the quantities used in the project summary.

The only changes that will require being made in the special provisions are as follows:

Name of section: To be designated Hermiston-Columbia River Highway Section

Work to be done: 1.53 Miles surfacing, 5.57 Miles oiling

Furnishing 1600 cu.yd. crushed rock in stockpile.

The limits of the project are from Sta. 0+00 to 345+84.

Selected roadbed topping is to be placed between Station 87 to 162 and Station 185 to 191.

All other specifications are to be as specified for the Hermiston-Columbia School Section.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc S. H. Probert
R. H. Baldock

RECEIVED
JAN 3 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On December 20 the Acting Chief of Bureau approved the project statement for Oregon Federal Aid Secondary project No. FAS 4, involving the improvement of 7.0 miles of the Hermiston-Cold Springs Road, between Hermiston and a connection with Federal Aid Route No. 18 in Section 22, Township 5 N., Range 29 E., in Umatilla County.

The P.S.& E. documents for the Hermiston-Columbia School section, Oregon FAS 4-A, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

Jron

RECEIVED
DEC 18 1937
FOR FILING
FAS
#4-A

December 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

To provide you with the information requested in your letter of December 16th, we are sending to you revised plan sheets for the portion of the Hermiston-Columbia School Project (Project FAS 4 A) which is within the limits of the town of Hermiston.

Within the city limits, the road is known as Hermiston Boulevard. It is not a dedicated street, having been established as a county road before the portion of the city through which it passes was platted. Situations of this kind are common in Oregon cities.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 17 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to plans for Oregon Federal Aid Secondary project FAS 4-A, Hermiston-Columbia School section, received today.

It is noted that no street names are shown in Hermiston and it seems probable that this route does not follow a platted street, but is on right of way purchased through platted property. This should be cleared up before forwarding the P.S.& E. papers, and we would suggest prompt advice as to the situation in Hermiston so that the papers will not be held up.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 17 1937
FOR FILING
F 2 7 4 A

December 16, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 14th, relative to the Hermiston-Columbia School Project (FAS-4).

The rights of way for this section of highway were acquired by the county several years ago, and examination of the county records show the widths acquired to be 60 and 66 feet.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 17 1937
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 14, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of project statement covering Oregon Federal Aid Secondary Project FAS 4, the Hermiston-Cold Springs Section, Hermiston Highway.

Our inspection of this route made some months ago disclosed that from the fence lines there was apparently portions of this project with only a 40-ft. right of way.

While this is a secondary highway, we are in doubt as to approval with only a 40 ft. right of way, and would appreciate advise as to just what is the right of way width on this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
JUN 10 1938
FOR FILING

File - 1

December 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Hermiston-Columbia School Section, Project No. FAS 4-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

cc R. H. Baldock

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 4-A

HERMISTON-COLUMBIA SCHOOL SECTION

OF THE HERMISTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 15, 1937

Work Within City of Hermiston (Sta. 326+00 to 346+84)

0.39	mile	Preparation of Base	$ 100.00	$ 39.00
100	cu. yds.	Placing Mineral Aggregate	1.25	125.00
140	cu. yds.	Crushing & Placing Mineral Aggregate	3.25	455.00
18	tons	Type SC-6 Road Oil in Place	28.00	504.00
4	tons	Emulsified or Cutback Asphalt	30.00	120.00
			Subtotal	$ 1,243
			10% Engr. & Cont.	124
			Total	$ 1,367

Length 0.395 mile
Cost per mile $ 3,460

Work Outside City (Sta. 153+00 to 326+0)

600	cu. yds.	Selected Roadbed Topping	$ 0.40	$ 240.00
2,000	yd. mi.	Hauling Roadbed Topping	0.12	240.00
300	cu. yds.	Crushed Rock Surfacing	2.00	600.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.15	7.50
150	M-Gal.	Sprinkling	1.50	225.00
3.28	miles	Preparation of Base	100.00	328.00
800	cu. yds.	Placing Mineral Aggregate	1.25	1,000.00
1,160	cu. yds.	Crushing & Placing Mineral Aggregate	3.25	3,770.00
142	tons	Type SC-6 Road Oil in Place	28.00	3,976.00
36	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	1,080.00
			Subtotal	$ 11,486
			10% Engr. & Cont.	1,148
			Total	$ 12,634

C. A. M. Baldock

FORM S-81-1 1500 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GEARY, SECRETARY

RECEIVED
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OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1937
STATE HIGHWAY COMMISSION

December 13, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Herewith information requested in your letter of December 11 for use in preparing special provisions on the Hermiston-Columbia River School Section of the Hermiston Secondary Highway in Umatilla County:

1. Statement of Material Sources and Stockpile Sites submitted herewith.

2. Crushed maintenance materials to be stockpiled are 800 cu. yds. of 3/4"-3" materials and 800 cu.yd. of ¼"-¾" materials. The materials are to be stockpiled in conformity with specification "A". It is to be understood that the materials will be stockpiled on State owned property within one-half mile of the quarry site. There shall be only one stockpile for each size of material.

3. The specified quarry is located approximately 200 feet north of mile point 199.6 on the Columbia River Highway.

   The specified gravel pit is located approximately 500 feet south of mile point 199.1 on the Columbia River Highway.

   The stockpile of 1½"-3/4" materials is located 100 feet north of mile point 199.9 on the Columbia River Highway.

4. On those portions of the roadbed on which the existing surfacing is to be oiled, it will be necessary to shape the roadway by blading and very probably by sprinkling during blading operations in order to compact the existing material, which is somewhat loose at the present time. It is doubtful if the base can be compacted sufficiently to permit sweeping, but provision could be made for sweeping in case it is required.

NOTED

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock

COMMISSIONERS
HENRY F. GABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. FOU VELLE, JACKSONVILLE
H. S. [illegible], SECRETARY

Original Furnished Secretary

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
December 11, 1927

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Some additional information is needed in working up the plans and special provisions for the Hermiston-Columbia School Section of the Hermiston Secondary Highway in Umatilla County.

1 - Please send standard report form showing sources of materials, tests, etc.

2 - It has been decided to stock pile only the usual quantity of maintenance materials - 350 cubic yards per mile. Please furnish specifications for materials in stock piles, giving the quantities for each stock pile and its location.

3 - Please give the exact location of the specified quarry and gravel pit with reference to the Columbia River Highway. Also the existing stock piles containing 1½" to 3/4" material.

4 - Will it be necessary to sweep the base in preparing it for the oil mat? Is any special preparation needed as shaping, etc?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

H. B. CLAISYER, SECRETARY
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 2, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Copies Routed Secretary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the following data pertaining to the surfacing and oiling of the Hermiston-Columbia School [illegible] section of the Hermiston Secondary Highway in Umatilla county:

Estimate of cost
Special provisions
Project sketch map
Typical section

As I advised you before, I am planning on using 1½ to 3/4 inch materials in state owned stockpiles near the crusher site at the junction of the Hermiston Secondary and Columbia River Highway. In place of these materials I am calling for the crushing of smaller materials to be used in future maintenance operations.

I have gone over this section with Mr. T. M. Davis of the Bureau of Public Roads and the work called for in the specifications is the minimum which would be approved by the Bureau. Mr. Davis advised that type O-9 oil mat would not meet Bureau specifications and requested the type O-11. An inspection of the surface depth throughout the project indicated a few sections where the existing surface is less than 6 inches in depth and on these sections it was requested that additional stabilization be provided. The only such sections on this particular project are from Station 155 to 162 and 185 to 191.

If there is any possibility of so doing, it would be very desirable to have stockpiled at this time an amount of crushed rock to construct at some future date a type O-11 oil mat between the Columbia School and the junction of the Hermiston Secondary Highway with the Columbia River Highway. There are sufficient

H. B. GLAISYER, Secretary
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Estimate of cat, special provisions etc., Hermiston-Columbia School Sec., Hermiston Secondary, Umatilla County

1½"-3/4" materials for this work, so that the only additional materials requiring stockpiling would be 3/4"-½" in the amount of 800 cu.yd., ½"-¼" in the amount of 500 cu.yd. and ¼"-0 in the amount of 250 cu.yd. or a total of 1050 cu.yd. The estimated quantities of these materials in stockpile would be $1500. There is sufficient crushed rock for this work being stockpiled in lieu of the 1½"-3/4" materials, but these materials are required for maintenance and the use of such for the oiling between the Columbia School and the junction would delete the maintenance materials.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. H. Baldock

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Court Project Secretary

November 23rd, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to your estimated cost for the Hermiston-Columbia River Highway Section of the Hermiston Secondary Highway in Umatilla County.

It is my understanding that you have gone over this project with Mr. Davis of the Bureau of Public Roads, and the standards used, including the O-11 oil mat, are the minimum which will be accepted by the Bureau. If this be true, it will be necessary to confine our project to the original Hermiston-Columbia School Section, which is estimated to cost $15,000.00, and you may submit the special provisions for that amount.

If you have any reason to think that the standards used can be cheapened, please advise, and I will take it up with the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OCT 8 1937
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Const. Projects Engineer

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OCT 7 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 6, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

Resident Engineer Dean Swift is now doing necessary survey work for preparation and submission of plans on the Hermiston-Columbia School section of the Hermiston Secondary Highway.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

NOTED

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AUG 19 1938
FOR FILING

December 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed five copies of project statement for the Hermiston-Cold Springs Section, Project No. FAS 4.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. FAS 4
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 11, 1937

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hermiston-Cold Springs Section, Hermiston Highway

2. Between ~~control points of official description~~ a point on FA Route No. 1 in Hermiston and a point on FA Route No. 18 in NW¼ of Sec. 22, T. 5 N., R. 29 E.

3. Between intermediate control points if used: ..... and .....

County of Umatilla

4. Length in miles (gross) 7.9 (net) 7.0

5. Preliminary estimate of cost: Total, $30,000; section of road to be first improved, $15,000, of which $..... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: Current (Amount.)
Income; Chap. 175, laws 1917; Chap. 30, laws 1920; Chap. 248, laws 1931 (Source; refer to statute.)

(*b*) County ..... (Amount.) (Source; refer to statute.)

8—8078

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)
sources: Chap. 175, laws 1917; Chap. 30, laws 1920; Chap. 248, laws 1931
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By Chairman
(Title of officer.)

By Commissioner
(Title of officer.)

By Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5072

Sections to be improved

CONTRACT [redacted] 2055

FA 161-E Hill Creek Br. Sec., Pacific Hwy. 1938

2055

COMMISSIONERS
HENRY F. GASELL, CHAIRMAN, PORTLAND
T. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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NOV 18 1938
IN REPLY PLEASE REFER TO FILE No.
STATE HIGHWAY COMMISSION

Nov. 17, 1938

161-E

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: W. O. Widdows

Dear Sir:

Project limit markers have been set on the Hill Creek Bridge Section, F. A. P. 161 E, a copy of Resident Engineer Umphlette's notes is being enclosed.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. W. Sipprell
Office Engineer

RBS:G
enca

cc: Baldock

#2055

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 17 1938
FOR FILING
161-E

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 13, 1938

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Edlefsen and Weygandt completed their work on Contract No. 2055, Hill Creek Bridge Section on the Pacific Highway in Lane County, on July 1, 1938. Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
W. A. Reeves
Office Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE 9/19/38
Secretary

#2055

RECEIVED
SEP 15 1938
FOR FILING
161

September 13, 1938

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2055 for the construction of a bridge over Hill Creek near Creswell on the Pacific Highway in Lane County, has been completed by the contractors, Edlefsen-Haygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 23, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,417.11, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY R. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE
H. E. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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AUG 29 1938
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

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AUG 29 1938
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

DISTRICT SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 27, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Parson

Dear Sir:

Reference is made to your letter of August 22d relative to the payment for gravel used in the embankment on the Hill Creek Bridge Section. This 1713.2 yards of gravel were used in the embankment and covered by Price Agreement No. 1. We originally specified that the contractor would secure this material from the R/W but the contractor elected to take it from this pit, which reacted to our advantage, inasmuch as we were, in the first place, unable to purchase, and in the second place, the material was much better than we would have secured had it been taken as originally contemplated.

In view of these circumtances, I would recommend that the State pay for this material.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

NOTED
State Highway Engineer

RECEIVED
AUG 18 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 9.

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AUG 17 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 161-E

August 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 161-E, Hill Creek Bridge section, was made by a representative of this office on July 22, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

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JUL 25 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
~~Oregon~~ F.A.P. 161-E
~~Hill Creek~~ Bridge Section
Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

161-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

For

Appr. 34344

Form P. R. 2

State Oregon

Federal Aid Project No. 161-E

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of June, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December revised, 1933, a project statement, which was approved by the Secretary on the 21st day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 2nd day of February, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand eight hundred thirty and 00/100

dollars ($10,830.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 342+58.7 in the NW 1/4, Sec. 23, T.19 S., R.3 W. and Survey Station 353+87.9 in the SW 1/4, Sec. 23, T.19 S., R.3 W., W.M.

, length 0.213 of a mile, in Lane County, being Section E of Oregon Federal Aid project No. 161, consisting of 0.199 of a mile of roadway and one bridge each of more than 20 feet clear span, 0.014 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of ten thousand eight hundred thirty and 00/100 dollars ($ 10,830.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventeen thousand seven hundred forty nine and 00/100 dollars ($ 17,749.00), the approved total estimated cost of Section E of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41. laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

. The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5516

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 24th day of June, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. Bloedring

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W. C. Tracy

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 161-E, State of Oregon

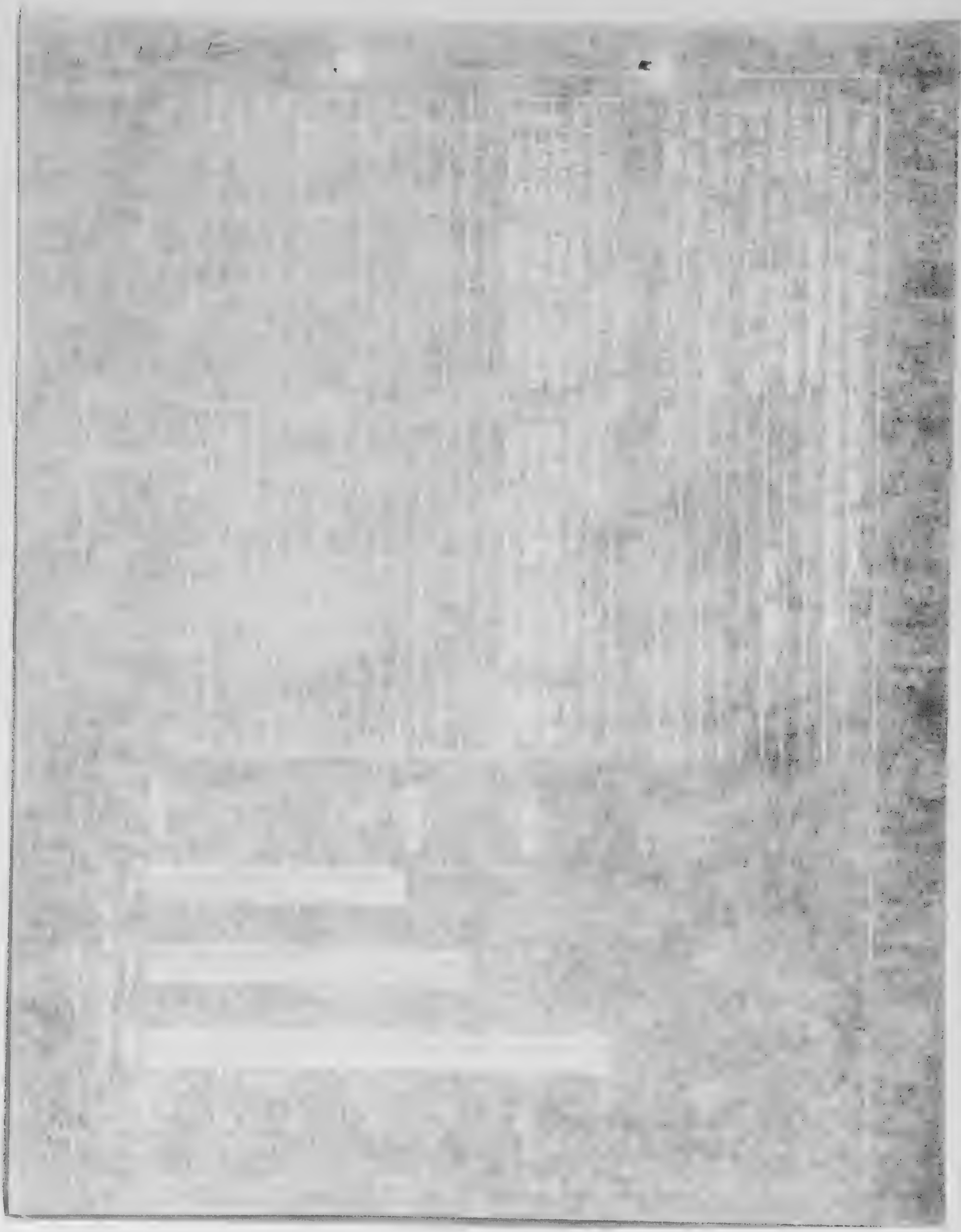
SECOND. That in accordance with said provisions I have approved the sum of $ 17,749.00 as the total estimated cost of said project, and the sum of $ 10,830.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By *[signature]*
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4230



FORM S-A-1, 5M 5-37

RECEIVED
JUN 20 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 15 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE No.

June 14, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

I am sending, herewith, for your consideration Price Agreement covering a change of materials used in constructing the fills on the Hill Creek Bridge Section of the Pacific Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

encs

cc: Baldock ✓

RECEIVED
JUN 14 1938
FOR FILING

161-E

June 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Hill Creek Bridge Section, Project No. FA 161-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Fa 161-c

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
(Stencil #28) DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 1st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
...te Highway Engineer

Dear Sir:

The attached copy of a letter has been received from L. E. King, Superintendent of the Southern Pacific Company, complaining of the blasting being done by contractors Edlefsen-Weygandt in the vicinity of Creswell.

Repeated circular letters have been issued concerning operations in the vicinity of railroads so that it would seem unnecessary to again call attention to such flagrant carelessness. Every resident engineer should discuss these details with the contractor at the beginning of the job to see that he is fully advised as to the methods of protecting the railroad track from blasting and has advised the proper authorities so that signal men can be readily available.

Sometime last year we received a similar complaint from the Southern Pacific Company regarding the operation of equipment across the railroad track so that it would seem that several of the engineers in your division do not take the proper care in operation in the vicinity of railroads.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
E. E. Umphlette

161-E

May 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hill Creek Bridge Section, Project No. F.A. 161-E-1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 161-E

MILL CREEK BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1938

Roadwork

All Required		Clearing and Grubbing		$ 75.00
1,690	cu. yds.	Excavation, Single Classif.	$ 0.44	743.60
2,000	yd. stn.	Overhaul	0.01	20.00
360	yd. mi.	Truck Haul	0.10	36.00
0.20	mile	Finishing Roadbed and Slopes	200.00	40.00
380	lin. ft.	Rounding Cutbanks	0.05	19.00
1,350	sq. yds.	Pavement Removal	0.40	540.00
9	lin. ft.	18" Concrete Pipe	2.00	18.00
1,700	cu. yds.	Gravel Base	0.44	748.00
550	cu. yds.	¾" - 0" Materials in Shoulders and Surfacing	2.25	1,237.50
100	cu. yds.	¾" - 0" Materials in Cushion Course	2.25	225.00
50	cu. yds.	¾" - 0" Materials in Cushion Course	2.25	112.50
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.10	20.00
2,500	sq. yds.	Portland Cement Concrete Pavement	1.94	4,850.00
300	lin. ft.	Expansion Joints	0.14	42.00
1,300	lin. ft.	Contraction Joints	0.025	32.50
1,300	only	Dowels	0.14	182.00
5,600	lbs.	Tie Bars and Reinforcement	0.055	308.00
			Subtotal	$ 9,329
			10% Engr. & Cont.	932
			Total	$ 10,261

Bridge

110	cu. yds.	Excavation, Single Classif.	$ 0.44	$ 48.40
75	cu. yds.	Class "D" Concrete	23.00	1,725.00

17,000 lbs.	Metal Reinforcement	$ 0.055	$ 935.00
20 M-FBM	Treated Lumber	105.00	2,100.00
180 lin. ft.	Concrete Handrail	3.75	675.00
All Required	Detour Bridge		1,250.00
All Required	Removal of Old Bridge		75.00
		Subtotal	$ 6,008
		10% Engr. & Cont.	680
		Total	$ 7,488

Length of Roadway	0.199 mile
Length of Bridge	0.014 mile
Total Length	0.213 mile
Cost per mile, Roadway	$ 51,562

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 10,261	$ 6,261	$ 4,000
Bridge	7,488	4,568	2,919
	$ 17,749	$ 10,830	$ 6,919

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

#2055

7A 161-E

May 2, 1958

Mr. Harry W. Neet,
Sixth & Main Streets,
Cottage Grove, Oregon.

Dear Sir:

Responding to your inquiry of April 29th you are advised that the contractor who is engaged in the construction of a bridge over Hill Creek on the Pacific Highway at a point approximately two miles south of Creswell, is the Edlefsen-Haygandt Company, Box #5626, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Harry W. Neet
MORTGAGE - ADJUSTMENT BUREAU
SIXTH AND MAIN STREET
COTTAGE GROVE, OREGON

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 29, 1938

State Highway Dept.
Salem, Oregon

Dear Sir:

Will you kindly advise, who the contractor is or the man in charge of the construction camp, about one and one-half miles south of Creswell, Lane County.

Yours very truly,

Harry W. Neet

HWN:gm

John
Look them up and let me know
HWN

Form 232—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 23, 1938

Section Hill Creek Bridge — *Kind of work* Grading, Paving, Br. Const.

Highway Pacific — *Section prefix* 20-1113 (F.A. 161-E)

Contractor Edlefsen - Weygandt Co. — *Contract number* 2055

Date of contract March 3, 1938 — *Date of completion* July 31, 1938

Date work started March 29, 1938 — *Estimated date of completion* July 31, 1938

Amount of contract . . . . . $ 16,137.50 — *Per cent of time elapsed* 52/150 = 35%

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,137.50

Per cent of contract completed, based on total contract price 20%

Engineering cost to date, $ 562.62, 3% — *Date project was completed* ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Monday - 4 trucks hauling material for detour road from Ziniker pit east of Creswell. Labor excavating for bridge footings.

Tuesday- Completed hauling material for detour road. Bladed and rolled detour road. Labor excavating for bridge footings.

Wednesday-1 Truck hauling filler material for detour road. Graded and rolled detour road and started hauling topping for same. Labor excavating for bridge footings.

Thursday- Completed placing topping material. Detour road rolled and graded ready for traffic. Completed footings at bent #2 to elev. shown.

Friday - Traffic routed over detour road part of day, alternated with blading and rolling. Labor on bridge footings.

Saturday - No work performed.

Engineering

Field party setting grades for detour road and remeasuring borrow pit on Ziniker property, 1 1/2 days.

Signed E.E. Applegate Res. Eng'r

Address Box 513, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING Gravel Base	MAINTENANCE MATERIALS Detour Br.	OIL AND BITUMINOUS MACADAM Bridge	PAVING
Miles in project	0.20	0.20			0.20
Miles partially completed	0.20	0.20			
Miles completed					
Total estimated quantities	1,800 C.Y.	1,700 C.Y.			
Estimated quantities moved or placed to date	800 C.Y.	700 C.Y.	80%	2%	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	4
Men and teams							
Men and trucks under 3 tons	4						4
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	Showers		
Saturday	Fair		

141-E

March 30, 1938

Edlefsen-Weygandt Co.,
9233 No. Calvert St.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2055 which was awarded to you on March 3, 1938, covering construction of the Hill Creek Bridge on the Pacific Highway, in Lane County. This copy is for your records and files.

Yours very truly,

MC

Secretary

FILING
161E

March 5, 1938

EDLEFSEN-HEYCANDT COMPANY
P. O. Box 5626
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2055 which was awarded to you on March 3, 1938, by the State Highway Commission covering the construction of a bridge over Hill Creek on the Pacific Highway near Creswell, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page (36) immediately preceding the printed yellow pages of SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 18 1938
FOR FILING

161-E

March 3, 1938

EDLEFSEN WEYGANDT COMPANY
9233 North Calvert
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, I wish to advise that the State Highway Commission today awarded you the contract for the grading and paving and bridge construction on the Hill Creek Bridge Section of the Pacific Highway, in Lane County, based on your low bid of $16,137.50 submitted on February 17, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MBL

Bond completed

DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION TELEGRAM

SALEM OREGON
MARCH 3, 1938

EDLEFSEN WEYGANDT COMPANY
9233 NORTH CALVERT
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YO TODAY THE CONTRACT COVERING GRADING AND PAVING AND BRIDGE CONSTRUCTION ON THE HILL CREEK BRIDGE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY BASED ON YOUR LOW BID SUBMITTED ON FEBRUARY SEVENTEENTH STOP CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

Eng

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

161-E

RECEIVED
MAR 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

March 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Probert's letter of March 2nd requesting our concurrence in the award on March 3, 1938, of Oregon Federal Aid Project No. 161-E, the Hill Creek Bridge, to Edlefsen-Weygandt Company, Portland, Oregon, who submitted the low bid at the bid opening on February 17, 1938.

This will constitute our concurrence in the award of this contract, as of March 3, 1938, to Edlefsen-Weygandt, low bidders.

Very truly yours,

W. H. LYNCH
District Engineer

March 2, 1938

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the matters which have occasioned delay in the award of the contract for the Hill Creek Bridge Project (Federal Aid Project 161-E) are now satisfactorily settled, we desire your concurrence in the award of the contract to the low bidder, the Edlefsen-Weygandt Company of Portland, Oregon, the award to be made as of March 3rd.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 2-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
APR 5 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 2, 1938

161-E

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Please note your copy of Mr. DeSouza's letter to me with reference to the right of way at Hill Creek owned by the Beaver State Tile Company. We can construct our detour road so as to keep off of this property and I would recommend that the contract be awarded without waiting to obtain title to this property.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc J. W. DeSouza
K. D. Lytle

Protest on amount.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 161-E

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 161-E, the Hill Creek Bridge section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and the project agreement estimate will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 161-E

STATE H... POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request for the inclusion of proposed Oregon F.A.P. 161-E, the Hill Creek Bridge, to the 1937 Regular Federal Aid Program, and in the same program a reduction of Federal funds for F.A.P. 83 from $38,709 to $25,000.

We are today in receipt of advice that this was approved on February 2, 1938. Please make the necessary change on your program.

Very truly yours,

W. H. LYNCH
District Engineer

January 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Hill Creek Bridge Section, FA Project No. 161-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Your attention is called to minor changes in the specifications concerning "grading for fine aggregate" and "pouring of top portion of expansion and contraction joints."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 16[illegible]-E

HILL CREEK BRIDGE SECTION OF THE PACIFIC HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 29, 1938

Roadwork

All Required		Clearing and Grubbing		$ 100.00
1,690	cu. yds.	Excavation, Single Classif.	$ 0.45	760.50
2,000	yd. sta.	Overhaul	0.02	40.00
350	yd. mi.	Truck Haul	0.20	70.00
0.20	mile	Finishing Roadbed and Slopes	400.00	80.00
380	lin. ft.	Rounding Cutbanks	0.10	38.00
1,350	sq. yds.	Pavement Removal	0.40	540.00
9	lin. ft.	18" Concrete Pipe	2.50	22.50
1,704	cu. yds.	Gravel Base	1.25	2,125.00
550	cu. yds.	¾" - 0" Materials in Shoulders and Surfacing	2.20	1,210.00
100	cu. yds.	¾" - 0" Materials in Cushion Course	2.20	220.00
50	cu. yds.	¾" - 0" Materials in Cushion Course	2.00	100.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.20	40.00
2,500	sq. yds.	Portland Cement Concrete Pavement	2.00	5,000.00
300	lin. ft.	Expansion Joints	0.18	54.00
1,300	lin. ft.	Contraction Joints	0.03	39.00
1,300	only	Dowels	0.18	234.00
5,600	lbs.	Tie Bars and Reinforcement	0.06	336.00
		Subtotal		$ 11,089
		10% Engr. & Cont.		1,108
		Total		$ 12,197

Bridge

110	cu. yds.	Excavation, Single Classif.	$ 0.45	$ 49.50
75	cu. yds.	Class "D" Concrete	22.00	1,650.00

15,000	lbs.	Metal Reinforcement	$ 0.06	$ 900.00
20	M-FBM	Treated Lumber	100.00	2,000.00
180	Lin. Ft.	Composite Handrail	5.00	900.00
All Required		Detour Bridge		1,000.00
All Required		Removal of Old Bridge		500.00
		Subtotal		$ 6,300
		10% Engr. & Cont.		630
		Total		$ 6,930

Length of Roadway	0.199 mile
" " Bridge	0.014 "
Total Length	0.213 "
Cost per mile, Roadway	$ 34,291

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 12,197	$ 7,443	$ 4,754
Bridge	7,566	4,617	2,949
	$ 19,763	$ 12,060	$ 7,703

17,000 lbs.	Metal Reinforcement	$ 0.06	$ 1,020.00
20 M-FBM	Treated Lumber	100.00	2,000.00
180 lin. ft.	Concrete Handrail	5.00	900.00
All Required	Detour Bridge		1,000.00
All Required	Removal of Old Bridge		500.00
		Subtotal	$ 7,119
		10% Engr. & Con.	711
		Total	$ 7,830

Length of Roadway	0.199 mile
" " Bridge	0.014 "
Total Length	0.213 "
Cost per mile, Roadway	$ 61,291

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 12,197	$ 7,442	$ 4,755
Bridge	7,830	4,778	3,052
	$ 20,027	$ 12,220	$ 7,807

161-E

C
O
P
Y

January 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have your letter of January 25th, advising that in order to provide funds for the Hill Creek Bridge Project, Project No. 161-E, you have reduced the amount of federal funds allotted to Project FA 83 from $38,709 to $25,000.

This letter is to advise that this arrangement meets with our approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

161-C

January 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of January 21, 1938, requesting the reduction of the program amount on the 1937 regular Federal Aid program, of $47,709 on Federal Aid Project No. 83 to $30,000, and to include Federal Aid Project No. 161-E, Hill Creek Bridge, in the program using $13,100 Federal funds. As your request of June 11, 1937, transferred $9,000 from F.A.P. 83 to F.A.P. 148-D so that the amount of Federal funds now allotted to F.A.P. 83 is $38,709.

In view of telephone conversation today between Mr. Probert and Mr. Davis, we are requesting the Federal funds allotted to F.A.P. 83 be reduced to $25,000 instead of the $30,000 as requested in your letter above referred to. Will you please confirm this change in program amounts by letter.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT [redacted] 2055

15-1204 Gold Hill Rock Production, Pac.
Hwy. & Sams Valley

2056

RECEIVED
JUN 3 1938
FOR FILING

#2056

June 4, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2056 for the construction of the Gold Hill Rock Production Project on the Pacific and Sams Valley Secondary Highway in Jackson County has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 14th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractorsin connection with this contract will be $9,805.80, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 21 1938
FOR FILING

115-1204

May 21, 1938

Mr. K. D. Lytle
Highway Engineer Engineer
Roseburg, Oregon

Dear Sir:

Replying to your letter of May 18th, the following expense has been, or will be, charged against the Gold Hill Rock Production Project for gravel pits and stockpile sites being acquired.

Gravel pit from Gold Hill Irr. Dist. ...	$400.00
" " " Cal. Oregon Power Co. ..	450.00
Stockpile site from Lambert.....	100.00
" " " Anderson.....	100.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by L. E. Parsons/ER

RECEIVED

C-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

May 18, 1938

RECEIVED
MAY 19 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

It will be necessary to request authorization for additional expenditure on the Gold Hill Rock Production project, contract 2056. However, before we submit the request, we would appreciate being advised regarding the purchase of a gravel bar owned by the California Oregon Power Company located at mile post 3.23.

If the purchase of this bar is to be charged against the job, we must take this into consideration in requesting the additional authorization.

45000
Check received on 17-May.
KA

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B. Sipprell
R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

115 - 1204

May 18, 1938

RECEIVED
MAY 19 1938
STATE HIGHWAY ENGINEER
IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

It will be necessary to request authorization for additional expenditure on the Gold Hill Rock Production project, contract 2056. However, before we submit the request, we would appreciate being advised regarding the purchase of a gravel bar owned by the California Oregon Power Company located at mile post 3.23.

If the purchase of this bar is to be charged against the job, we must take this into consideration in requesting the additional authorization.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

NOTED
State Highway Engineer

RBS:G

cc: Baldock ✓

Form 888—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1938, *193*

Section Gold Hill Rock Production

Kind of work Crushed Gravel in Stockpile

Highway Pacific and Sams Valley

Section prefix 115 - 1204

Contractor A. S. Wallace

Contract number 2056

Date of contract Mar. 8th, 1938, *193*

Date of completion June 30th, 1938, *193*

Date work started Mar. 9th, 1938, *193*

Estimated date of completion May 5th, 1938, *193*

Amount of contract . . . . . $ 8,905.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 9,810.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 534.30, 6 %

Date project was completed May 5th, 1938, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed. Semi-final estimate and final records submitted to the Division office on the 13th.

Party one day at the Sardine Creek bridge restaking grades for approaches.

Signed C. C. Gall,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8773		
Estimated quantities moved or placed to date			8773		
Average daily quantities			completed		
Average daily quantities necessary to complete project on time					
Number shifts pef day					
Hours per shift					
Average force on project for week			none		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 401 P. 8-26 10M

#2056

RECEIVED FOR RECORD

115-1/2-24

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
APR 15 1938
STATE HIGHWAY COMMISSION

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon
April 14, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: A. S. WALLACE
Roseburg, Oregon

It is our understanding that A. S. Wallace has a rock job at Gold Hill, Oregon.

We anticipate furnishing petroleum products to Mr. Wallace on this operation and should therefore like to have the details of the job.

Will you please complete the attached questionnaire and return to this office in the enclosed business reply envelope?

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

IETotten:B
Encl

District Credit Supervisor

115-1204

March 30, 1938

United States Fidelity & Guaranty Co.,
c/o M. K. Sprott, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2056 which was awarded to A. S. Wallace on March 8, 1938, covering the Gold Hill Rock Production Project in Jackson County. This copy is sent to you as your appear as surety on the bond in connection with this contract.

Yours very truly,

MC

Secretary

115-1204

March 30, 1938

Mr. A. S. Wallace,

Roseburg, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of Contract No. 2056 which was awarded to you on March 8 covering the Gold Hill Rock Production Project in Jackson County. This copy is for your records and files.

Yours very truly,

MC

Secretary

FORM S-A-4 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

15-1204

March 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. SMITH

Dear Sir:

Attached is an Order for State Force Work for clearing stockpile sites on the Cold Hill Rock Production Project.

It is requested that approval be secured as soon as possible as the contractor wishes to start piling rock on the site at Cold Hill in a short while.

Please notify us by radio when the order is approved.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock
C. C. Gall

115-1204

March 9, 1938

Mr. A. S. Wallace
Roseburg
Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2056 which was awarded you on March 8, 1938, by the State Highway Commission, covering the furnishing of crushed gravel in stock piles on the Pacific Highway and Sams Valley Secondary Highway, in Jackson County, and known as the Gold Hill Rock Production Project.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the ADDITIONAL SPECIAL PROVISIONS immediately following page No. 13 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 18 1938
FOR FILING
115-1204

WESTERN UNION

March 8, 1938

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Gold Hill Rock Production Project on the Pacific Highway and Sams Valley Secondary Highway, in Jackson County. This award was based on your bid of $8,905 submitted on February 17, 1938.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

HBG:AM

Secretary

cc - Mr. Probert

So completed

FOR FILING
FEB 18 1938

TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
MARCH 8 1938

A S WALLACE

ROSEBURG OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GOLD HILL ROCK PRODUCTION PROJECT ON PACIFIC HIGHWAY AND SAMS VALLEY SECONDARY HIGHWAY IN JACKSON COUNTY BASED ON YOUR LOW BID SUBMITTED ON FEBRUARY 17 1938 . CONTRACT FORMS FOLLOW SHORTLY

STATE HIGHWAY COMMISSION

H B GLAISYER SECRETARY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONTRACT [redacted] 2057

14-1201 Hood River Rock Prod. Proj., 1938
Columbia River & Mt. Hood Hwys.
2057

RECEIVED
NOV 16 1938
14-1201

#2057
S

November 25, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2057 for the construction of the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties Counties, has been completed by the contractors, Schmeer, Williams & Gentemann, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 25, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,779.06, including the final payment. Of this amount $548.99 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 13 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM
October 13th, 1938

IN REPLY PLEASE
REFER TO FILE No.

14-1-201

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am returning the authority for additional expenditure on the Hood River Rock Production Project in order that it may be explained more logically. I do not know that the amount of rejections places any obligation upon us to purchase them and should not be implied as the reason.

If you feel that they will be needed and should be purchased, I would so state. The first part of the description also is rather ambiguous and rather inappropriate to enter the final records of the Department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
SEP 17 1938
FOR FILING
44-12-01

#2057

September 17, 1938

General Petroleum Corporation,
Wood-Lark Bldg.,
Portland, Oregon.

Attention: Chas. A. Crenn.

Gentlemen:

In response to your inquiry of September 16th you are advised that the Schmeer, Williams & Gentemann, Contract No. 2057, Hood River Rock Production Project, was completed August 10th, 1938. This contract was accepted August 30, 1938.

The total amount paid the contractors to date is $12,638.92, and the retained percentage is $955.06.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#2057
H.Pr.F.W.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

A SOCONY - VACUUM COMPANY

813 S.W. ALDER STREET

PORTLAND, OREGON

SOCONY-VACUUM

OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVE
SEP 17 1938
OREGON
STATE HIGHWAY COMM'N

September 16, 1938

Oregon State Highway Commission
Salem,
Oregon

Re: Schmeer, Williams, & Gentemann
Contract 2057

Gentlemen:

Will you please advise if the above contract has been completed and accepted.

If so, have the contractors received full settlement for work performed?

Very truly yours,

CHAS. A. CRONN
Division Credit Manager

By H. R. Chrisman

HRC:LS

Completed - aug. 10 - accepted - aug - 30

E - $13,573.99
P. 935.06
Pd - $12,638.92

FORM 3031

#2057

RECEIVED
SEP 16 1938
FOR FILING

11-1251

September 16, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Schmeer, Williams & Gentemann on Contract No. 2057, Hood River Rock Production Project on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties. This payment will be made on or after September 26, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

Form 388—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27,1938, 193...

Section Hood River — *Kind of work* Rock Production

Highway Columbia River — *Section prefix* 14-1201

Contractor Schmeer, Illiams and Genteman — *Contract number* 2057

Date of contract Feb 17, ..., 193 8 — *Date of completion* July 31, ..., 193 8

Date work started May 10, ..., 193 8 — *Estimated date of completion* August 10, ..., 193 8

Amount of contract . . . . . $ 14214.14 — *Per cent of time elapsed* ... 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14214.14

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 818.85, 6 % — *Date project was completed* August 10th, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This contract is finished and semi-final estimate and all shipped to Division office on Saturday August 27,1938.

This will be the final report on this Section.

NOTED
H. N. HACKETT

NOTED
VAN SCOY
9/3

Signed E. L. Beck

Address Hood River

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2057

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	••		
Tuesday	••		
Wednesday	••		
Thursday	••		
Friday	••		
Saturday	••		

RECEIVED
AUG 19 1938
FOR FILING

14-12-01

#2057
Hd. Frs

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

RECEIVED
AUG 19 1938
STATE HIGHWAY COMMISSION

August 17th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 2995 - Schmeer, Williams & Gentemann
Contract - Furn. 10,100 Cu. Yds. Crushed
Rock in Stockpiles, on the Columbia River
& Mt. Hood Highways, Hood River Rock Pro-
duction Project, in Hood River and Wasco
Counties, Oregon - Contract # 2057, and
Project # 2206.

In connection with the above described contract, we enclose herewith Contract Status Report, which we will thank you most kindly to complete and return to this office for the completion of our records.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents.
THE AETNA CASUALTY AND SURETY COMPANY.

By _____
Resident Vice-President.

MAB
Encl.

#2057

RECEIVED
AUG 3 1938
FOR FILING
14-12.01

July 29, 1938

Mr. W. E. Chandler
Division Engineer
Highway Department
Bend, Oregon

Dear Sir:

I am handing you herewith a copy of a letter from Schmeer, Williams and Centemann requesting an extension of time to August 15, 1938, on their contract No. 2057 being the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties. Please advise of your recommendation.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
AUG 2 1938
FOR FILING

#2057

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

RECEIVED
JUL 29 1938
STATE HIGHWAY COMMISSION

AETNAIZER
G. CYRUS BISHOP
AIMS TO PLEASE
319 YEON BLDG. BE. 7381
RES. GARFIELD 4461

14-1201

PORTLAND, ORE.

July 28, 1938

Oregon State Highway Commission
Salem
Oregon

Re: SCHMEER, WILLIAMS & GENTEMANN
Hood River and Wasco Counties
Columbia River and Mt. Hood Loop Highway
Hood River Section S.H.Cont.#2057

Gentlemen:

We are enclosing a Consent of Surety to Extention of Time for the above captioned job of Schmeer, Williams & Gentemann. As you will note an extention of fifteen days from July 31, 1938 has been requested.

We trust enclosure will be found in order. Kindly notify us immediately if not satisfactory.

Very truly yours,

G. Cyrus Bishop

G. Cyrus Bishop
Aetnaizer

gs
encl.

cc--Schmeer, Williams & Gentemann
Hood River, Oregon

AIMS TO PLEASE

RECEIVED
APR 12 1938
FOR FILING

14-1201

April 11, 1938

SCHEER, WILLIAMS & GENTEMANN
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2057 which was awarded to you on March 12, 1938, for the furnishing of crushed rock in stock piles on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM S-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

FILE COPY
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

14-12

April 4th
1938

IN REPLY PLEASE
REFER TO FILE NO.

Messrs. Schmeer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

NOTED
State Highway Engineer

I am advised that you were through Hood River a short time ago and saw our District Maintenance Superintendent and Construction Engineer there and that you advised them you would start on your rock production contract #2057 in approximately six weeks.

I noted on a recent trip over the John Day Highway, March 31st, that you are just now starting to setup on a rock production project on that highway.

It is not reasonable to expect that you will be able to start crushing at Hood River within six weeks if you plan on using the same plant on both jobs.

The reason for advertising the job at Hood River and letting it at this time was to get out maintenance material needed this year; also crushed rock for grade changes on the Columbia River Highway.

It is very important that you start this production job at once. The time of completion, as stated in your contract, is July 31, 1938. This time will be insisted upon. Will you please advise your plans at your very early convenience, as unless you intend to start setting up at once, this matter will be referred to the State Highway Engineer for his advice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. J. N. Bishop
Mr. J. E. Peck

March 15, 1938

Schmeer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2057 which was awarded to you on February 17, 1938, by the State Highway Commission covering the furnishing of crushed rock in stock piles for the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 13 of the mimeographed Special Provisions relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

HBG:AM Secretary

cc - Schmeer, Williams & Gentemann
Condon, Oregon

P.S.
Copies of contract mentioned above were sent to your Portland address.
H.B.G.

RECEIVED
JUL 18 1938
FOR FILING

14-1201

March 12, 1938

Schneer, Williams & Gentemann
3233 Northeast 12th Street
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission today awarded to you the contract for furnishing 10,100 cu. yds crushed rock in stock piles for the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties. This award was based on your bid of $12,467.40 submitted on February 17, 1938.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HBG:AM Secretary

cc - Mr. Frobert

Sec enclosed

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MARCH 12 1938

SCHMEER, WILLIAMS & GENTEMANN
3233 NORTHEAST 12th STREET
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY THE CONTRACT COVERING THE HOOD RIVER ROCK PRODUCTION PROJECT ON THE COLUMBIA RIVER AND MOUNT HOOD HIGHWAYS IN HOOD RIVER AND WASCO COUNTIES BASED ON YOUR LOW BID SUBMITTED FEBRUARY SEVENTEENTH CONTRACT FORMS FOLLOW SHORTLY

H B CLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Title

4.	½" - ¼" Crushed Rock in Stockpile	4,250 cu. yds.	1.65	7,012.50
5.	¼" - 0" Crushed Rock in Stockpile	1,380 cu. yds.	1.65	2,277.00
		Total amount of Estimate		16,665.00

Very truly yours,

Wm. L. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM S-A-1 SM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

February 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Hood River Rock Production, Columbia River and Mt. Hood Highways, for 10100 cubic yards of crushed rock in stockpiles:

Item No.	Item			Unit Price	Amount
1.	2½" - 1½" Crushed Rock in Stockpile	300	cu. yds.	1.65	495.00
2.	1½" - 3/4" Crushed Rock in Stockpile	100	cu. yds.	1.65	165.00
3.	3/4" - ½" Crushed Rock in Stockpile	4,070	cu. yds.	1.65	6,715.50
4.	½" - ¼" Crushed Rock in Stockpile	4,250	cu. yds.	1.65	7,012.50
5.	¼" - 0" Crushed Rock in Stockpile	1,380	cu. yds.	1.65	2,277.00
		Total amount of Estimate			16,665.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

Forest Projects
Rock Production

IN REPLY PLEASE REFER TO FILE NO.

January 25th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our letter of January 22, 1938 recommending the addition of mineral aggregate quantities to the Hood River Rock Production project. Said materials to be stockpiled in the vicinity of Mile Post 59.6, Columbia River Highway. These materials were to be used for the B-11 prime coat on the Perham and Warren Creeks grade raising projects. As these quantities were computed on the basis of a 20' width and our plans call for an 18' width please substitute the following list in lieu of the one sent you January 22nd:

B-11 Oil Mat with Prime Coat - 0.4430 Miles

2½" - 1½"	300	Cu. Yds.
1½" - 3/4"	100	" "
3/4" - 1/2"	45	" "
1/2" - 1/4"	70	" "
1/4" - 0"	35	" "
Total	550	Cu. Yds.

Shoulder and Key Rock

3/4" - 1/4" Rock in Surfacing-Shoulders and Prime Coat	1020	" "
1/4" - 0" Rock in Surfacing and Shoulders	200	" "
Total	1770	Cu. Yds.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. S.H.Probert

H. B. GLAISYER, Secretary
F. L. TOU VELLE, Jacksonville
E. B. ALDRICH, Pendleton
HENRY F. CABELL, Chairman, Portland
Commissioners

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

Contract Section

January 22nd
1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the proposed Hood River Rock Production project, Hood River and Wasco Counties, Mile Post 58.2 to Mile Post 76.3 Columbia River Highway; and Mile Post 99.2 to Mile Post 104.2 Mt. Hood Highway.

Following is a list of materials which should be added to this contract to take care of the proposed B-11 oiling work on the Warren Creek and Perham Creek grade raising projects:

B-11 Oil Mat with Prime Coat - 0.4432 Miles

2½" - 1¼"	312+5%		330	Cu. Yds.
1¼" - 3/4"	104+5%		110	" "
3/4" - 1/2"	47+5%		50	" "
1/2" - 1/4"	78+5%		80	" "
1/4" - 0"	36+5%		40	" "
		Total	610	" "

Shoulder and Key Rock

3/4" - 1/4"	Key and Prime Coat		770	" "
1/4" - 0"	Filler		140	" "
		Total	1520	" "

This material should be stockpiled temporarily at Stockpile #1 located at Mile Post 59.6 Columbia River Highway.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. S. H. Probert

CONTRACT# [redacted] 2058

10-1203 Mystic Creek-Brockway Section,
Coos Bay-Roseburg Highway

2058

RECEIVED
R.H. Baldock

MYSTIC CREEK-BROCKWAY ROCK PRODUCTION

Coos Bay-Roseburg Highway — Douglas County
Contract #2058 — Prefix 10-1203
D. L. Ashton, Contractor — A.J. Ford, Resident Engineer

Final Cost Analysis - July 26,1938

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Crushed Gravel in Stockpile	4900.91	3,037.5	C.Y.	1.613	1.74	5,285.25
½" - ¼" Crushed Gravel in Stockpile	4563.09	2,828.1		1,613	1.74	4,920.89
¼" - 0" Crushed Gravel in Stockpile	1532.81	950.0		1.613	1.74	1,653.00
Screen Rejections	75.60	302.4		0.25	0.25	75.60
Haul Screen Rejections	93.74	937.4	Yd.Mi.	0.10	0.10	93.74
Haul Adjustment	29.78	297.8		0.10	0.10	29.78
PA #1 Royalty on Gravel	213.54	7,118.0	C.Y.	0.03	0.03	213.54
	11,409.47					12,271.80

Gross Revenue	12,271.80
Total Cost	11,409.47
Net Profit	862.33

Net Profit Equals 7.08% of Gross Revenue

Crushing Costs:

Item	Cost	Quantity		Unit Cost		
Move in & Setup	1,466.67	7,118.0	C/Y.	0.206		
Pit Operation	1,452.41	"		0.204		
Pit to Crusher	1,095.68	"		0.153		
Crushing	3,487.97	"		0.490		
Cost in Bunker	7,502.73	7,118.0	C.Y.	1.053		
Haul to Stockpile	3,603.06	7,118.0	C.Y.	0.506	37,552.4 Yd.Mi.	0.096
Stockpiling	303.68	7,118.0	C.Y.	0.043		
Total Cost (Including Screen Rejects)	11,409.47	7,118.0	C.Y.	1.602		

Detail of Cost

Labor:-

Supervision		$ 747.00
Labor		2,943.41
State Industrial Accident Ins.	5%	184.52
Unemployed Comp.	3%	110.71
Old Age Benefit	1%	36.90
		$ 4,022.54

Miscellaneous:-

Equipment Rental	$2,350.00
Truck Hire Inc. GOG	2,883.57
Gas, Oil & Grease	337.50
Cartage & Supplies for Plant Set Up	874.48
Miscellaneous Supplies & Small Tools	236.96
Overhead Expense 2% of Rev.	245.44
Home Office Expense 1% of Rev.	122.72
Royalty on Gravel 7118 Cu. Yd. at 03¢	213.54
Bond 1% of Rev.	122.72
	$ 7,386.93

Total Cost $11,409.47

REMARKS:-

This is a State Project and consists of furnishing approximately 6,650 C.Y. of crushed gravel in stockpiles.

The bid was awarded March 16, 1938. Work was started April 27, and completed June 25, 1938.

The contractor rejected bars leased by the state and set up on Byron Bar on Olalla Creek, ¼ mile from the county road and 2½ miles south of the Coos Bay Highway at milepost 55.6. Crushing equipment was rented from Saxton & Looney and loading pit material was done with a 3/8 yd. Gas Shovel into a 1½ ton truck which transported material to the crusher. It was found that the gravel ran high in waste and more than 50% of the material being 1"-0, was washed out before crushing. Three bars within 1000 ft. of crusher were used and each was found to have a depth of approximately 6 feet and laying on a solid rock base. The crushing plant consisted of a 10" x 36" jaw and a 24" Simmons Disc crushers. A 3 x 8 Simplicity 3 Deck Screen, a 4" centrifical pump and was powered by two PD 40 McCormick diesel engines. The plant produced 7118 c.y. of material in 410 hours operating time at an average of 17½ c.y. per hour. Four light trucks hauled crushed rock from the plant to stockpiles.

In spite of difficult conditions in the gravel bars, efficient operation of the plant made it possible for the contractor to earn a fair profit.

E. H. Clymer
Cost Analyst
By M. G.Smith,
Asst. Cost Analyst.

RECEIVED
JUL 22 1938
FOR FILING
10-1203

#2058

July 22, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2058, for the construction of the Mystic Creek-Brockway Section of the Coos Bay-Roseburg Highway in Douglas County, has been completed by the contractors, D. L. Ashton, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 1st, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,271.80, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 11 1938
FOR FILING

10-12-3

#2058

July 9, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. L. Ashton on Contract No. 2058, Mystic Creek-Brockway Section of the Coos Bay-Roseburg Highway in Douglas County. This payment will be made on or after July 19, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUL - 1938
STATE HIGHWAY COMMISSION

For Week Ending July 2, 193[illegible]

Section Mystic Creek- roadway

Kind of work Rock Production

Highway Coos Bay-Roseburg

Section prefix 10-13[illegible]

Contractor L. L. Colton

Contract number 39[illegible]

Date of contract March 16, 193[illegible]

Date of completion July 31, 193[illegible]

Date work started April 27, 193[illegible]

Estimated date of completion, 193[illegible]

Amount of contract $11,571.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $12,[illegible]4.16

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $695.90, 6.0 %

Date project was completed June [illegible], 193[illegible]

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate on this project this week.

1939

Signed G. J. Ford, Jr.

Address Coquille, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			2.0		
Miles partially completed					
Miles completed			20.0		
Total estimated quantities			6,350		
Estimated quantities moved or placed to date			6,341		
Average daily quantities					
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 SM 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

10-1203

June 28, 1938

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
JUN 29 1938
STATE HIGHWAY ENGINEER

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, for your consideration, a Price Agreement covering the payment of royalty of rock used on the Mystic Creek-Brockway Section of the Coos Bay-Roseburg Highway.

The bars that we named in the contract were under lease and the material taken from them was to be paid for on a royalty basis of three cents per yard. However, the contractor shows other sources and in fairness to him, I think we should assume the royalty he had to pay.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock

NOTED
State Highway Engineer

RECEIVED
APR 6 1938
STATE HIGHWAY DEPT.

10-1203

April 6, 1938

Mr. D. L. Ashton,
887 - 2nd Street
Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2058, which was awarded to you on March 16, 1938, covering the furnishing of crushed gravel for the Mystic Creek-Brockway Section of the Coos Bay--Roseburg Highway, in Douglas County.

This copy of the contract is for your records and files.

Yours very truly,

HBG:MC

Secretary

10-1213

March 18, 1938

Mr. D. L. Ashton
887 - 2nd Street
Lebanon, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2058 which was awarded to you on March 16, 1938, by the State Highway Commission covering the furnishing of 6,650 cu. yds. crushed gravel in stock piles for the Mystic Creek-Brockway Section of the Coos Bay-Roseburg Highway, in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 14 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 18 1938
FOR FILING

10-1203

March 16, 1938

Mr. D. L. Ashton,
Lebanon, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the furnishing of 6,650 cu. yds. of crushed gravel, in stock pile, for the Mystic Creek-Brockway Section of the Coos Bay-Roseburg Highway, in Douglas County. This award was based on your low bid submitted on February 17, in the amount of $11,571.00. Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

as confirmed

RECEIVED

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MARCH 16 1936

D. L. ASHTON,
LEBANON OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING FURNISHING OF CRUSHED GRAVEL IN STOCK PILES FOR MYSTIC CREEK BROCKWAY SECTION OF COOS BAY ROSEBURG HIGHWAY IN DOUGLAS COUNTY BASED ON YOUR LOW BID SUBMITTED FEBRUARY SEVENTEENTH CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file.

CONTRACT# 2059

1-1115 Middle Bridge-Black Bridge Section,
Baker-Homestead Hwy. (Surfacing)

2059

RECEIVED
JUL 22 1938
FOR FILING
1-1115

#2059

July 22, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2059 for the construction of the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 1st, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,284.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 14 1938
FOR FILING
1-1115

#2059

July 13, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 2059, Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. This payment will be made on or after July 23, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 11 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 8, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the semi-final estimate on the Middle Bridge-Black Bridge oiling project, all work having been completed satisfactorily on June 21.

There was a small underrun of the project authorization of $800. This amount was in the contingency fund. The engineering and contract bid items were almost identical with the preliminary estimate.

In support of the semi-final estimate there is being submitted to you by express the following records:

10 material receipt books
10 Shell Oil Company invoices
1 summary of material receipt books
1 haul chart
4 photographs with negatives

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA
enc.

cc R. H. Baldock
S. H. Probert
J. W. McCallister

NOTED
to Highway Engineer

Form 228—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1938, 193...

Section Middle Bridge - Black Bridge

Kind of work Oiling

Highway Baker - Homestead

Section prefix 1 - 1115

Contractor Babler Bros.

Contract number 2069

Date of contract Mar. 24,1938, 193...

Date of completion July 31,1938, 193...

Date work started June 6,1938, 193...

Estimated date of completion June 21,1938, 193...

Amount of contract . . . . . $ 18,992.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 18,992.00

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 1084, 6 %

Date project was completed ....., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this job on Tuesday June 21st.

Signed Adam Duft

Address Baker, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				18.18	
Miles partially completed					
Miles completed				18.18	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					27		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ... Trucks 9 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		Work finished
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 6 1938
FILING

1-1115

April 6, 1938

Babler Bros.,
1636 S. E. Sixth Street
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2059, which was awarded to you on March 24, 1938, covering the oiling of the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County.

This copy is sent to you for your records and files.

Yours very truly,

HBG:MC

Secretary

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.

GENERAL AGENTS

300 CENTRAL BUILDING
SEATTLE, WASH.

1-1115

March 29, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: Contract No. 2059, Middle Bridge-Black Bridge Section Baker-Homestead Highway, Baker County - Babler Bros., contractors

Under separate cover we are today forwarding you four copies of the contract and bond in connection with the above contract, which we have executed on behalf of the surety company, which we trust will be found entirely satisfactory.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.

By Dan H. McCollister

DHM/H P.S. Please send Surety Company's Copy to this office

1-1112

March 25, 1938

Babler Bros.,
1636 S. E. Sixth Street
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2059 which was awarded to you on March 24 covering the oiling of the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. This award was based on your low bid of $18,991.00 submitted on that date.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed co y will also be furnished the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your operations under this contract in strict compliance therewith.

Your attention is also called to the page immediately following the mimeographed special provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

1-1115

March 25, 1938

Babler Bros.
1636 S. E. 6th
Portland, Oregon

Gentlemen:

The State Highway Commission on March 24, 1938, awarded you the contract for 18.15 miles oil mat surface treatment on the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway, in Baker County. This award was based on your low bid of $18,991.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HBGtAM Secretary

cc - Mr. Probert

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

1-1115

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith my estimate of cost for comparison of bids on the Eagle Bridge-Black Bridge section of Baker-Homestead Highway in Baker County.

Very truly yours

W. C. Williams
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-M-1 1200 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 20, 1938

RECEIVED
1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

1-111-5

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As requested in your telegram of January 18, I am submitting herewith special provisions and estimate of cost for oiling of the Middle Bridge-Black Bridge Section, the oiling to consist of prime coat of SC2 road oil and an O-30 oil mat wearing surface.

I was unable to submit these specifications sooner as I have been on an inspection trip with the Maintenance Engineer and did not return to my office until today.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:kA
enc.
cc R. H. Baldock

FORM S-M-1 1930 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 11, 1938

STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

1-1115

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith estimate of cost and special provisions for the application of oil mat surface treatment, type O-9, modified, on the Middle Bridge-Black Bridge Section of the Baker-Homestead Highway in Baker County. I am submitting no project sketch map as the sketch map prepared for the Middle Bridge-Black Bridge rock production project is suitable for this project. The stockpile sites are as listed and the only change necessary will be to change the title from "Rock Production" to "Oiling Project." The tracing for this sketch map is in your files.

It is quite essential that a time limit not later than July 15 be set on this project as it is difficult to hold the existing surfacing materials firmly compacted during the summer months. If the oil is not applied before the roadbed starts raveling, an inferior job will result.

I am submitting an alternate estimate of cost based on the use of an SC-2 prime coat topped with a type O-30 oil mat. It is my opinion that this type of oil, which is some $7,000 cheaper for this project, would be entirely satisfactory as the surfacing consists primarily of pit run gravel and the SC-2 oil would penetrate this material to a depth of approximately one inch, giving a stable and impervious base upon which to place the type O-30 oil. I will admit that this would be somewhat of an experiment as we have not used this type of oil in the past, so it may be that Mr. Baldock and you will not wish to give consideration to the same. If, however, funds are so scarce that the raising of the $27,000 necessary for the O-9 would be difficult, then I would recommend the alternate.

The estimate of cost is comparable to going prices for work of this type and I do not doubt but that a suitable bid will be received for the work. In the event that such is not the case, I would recommend that the work be done by state forces. Bids should be called for the project either at the February or March meeting in order that there be no delay in proceeding with the work as soon as weather conditions permit, which in that locality should be early in May.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock
S. H. Probert

CONTRACT# [redacted] 2060

29-1023 Little Nestucca Bridge Section,
Ore.Coast Hwy.

2060

RECEIVED
SEP 8 1938
FOR FILING
21-1123

August 17, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2060 for the construction of a bridge over Little Nestucca River near Hebo on the Oregon Coast Highway in Tillamook County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract, on or after August 27, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,618.49, including the final payment,

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 2 1938
FOR FILING
29-1025

August 1, 1938

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

Reference is made to your letter of July 29th concerning the Mountain States Construction Company Contract No. 2060, Bridge over Little Nestucca River in Tillamook County.

You are advised that this contract was completed June 24, 1938, and was accepted June 30, 1938. The total amount paid the contractors to date is $11,541.87, and the retained percentage is $1,057.20.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

RECEIVED
1 - 1938
STATE HIGHWAY COMMISSION

July 29, 1938.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 47446 -.MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Bridge over Little Nestucca River on Oregon Coast Highway in Tillamook County, Oregon. Contract No. 2060.

Gentlemen:

Replying to your letter of July 27, 1938, you are advised that our letter of July 25, 1938, should have referred to the above captioned contract, and we would appreciate your advising us the total amount to be paid to the Mountain States Construction Co. on this contract.

Thanking you in advance for this information, we are

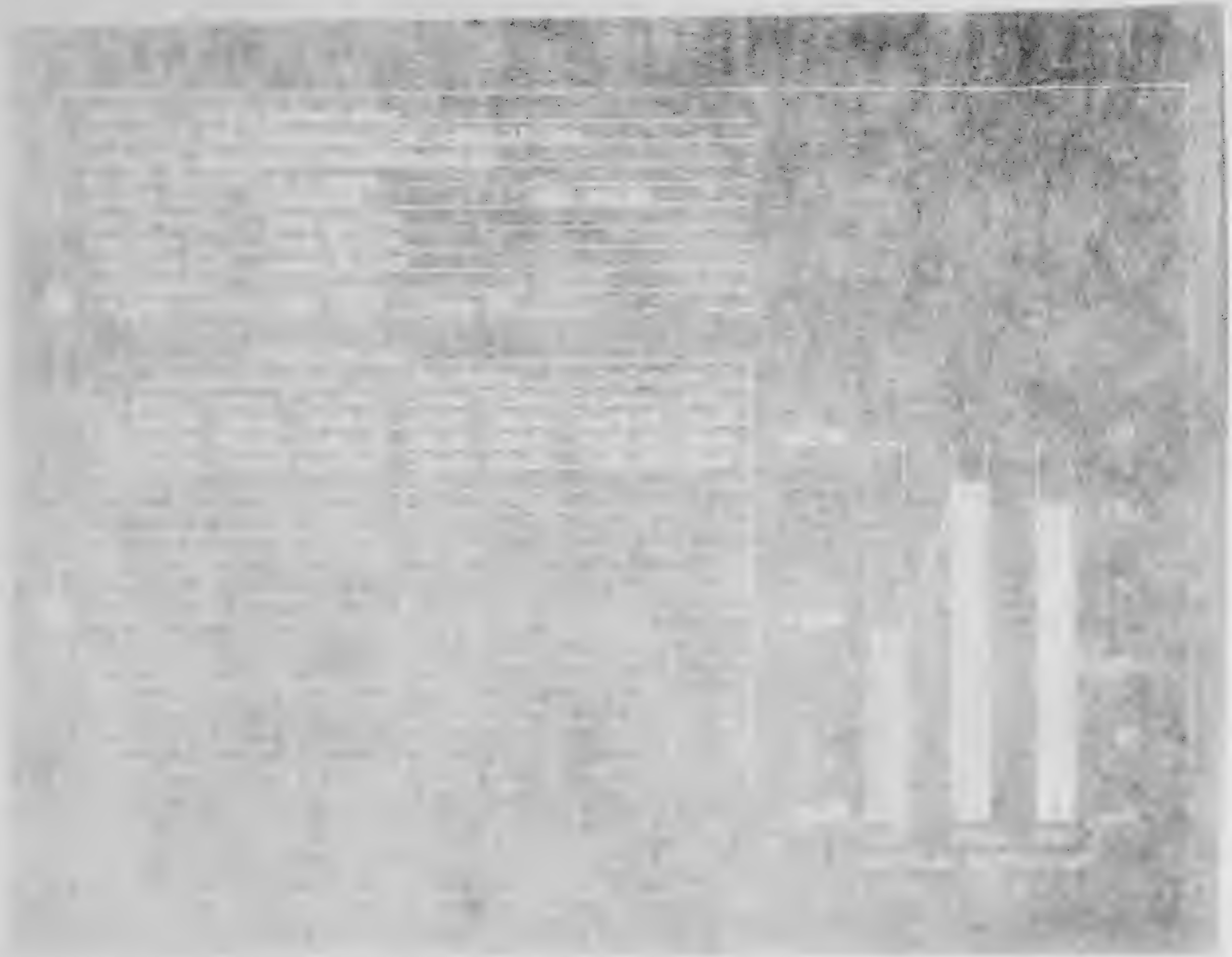
Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By J Jumard
Surety Bond Department.

FT

10-
1- $11,341.87
1- $ 1,630.20



FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 1 1938

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

29-1023

605 Weatherly Bldg.
May 31, 1938

Mr. R. H. Baldock
State Highway Dept.
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Mr. Evans of the Permit Department of the U. S. Engineers in the Pittock Block asked the date when work started on the Little Nestucca Bridge.

I believe under the terms of the permit he was to be notified when the work started.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
APR 19 1938
FOR FILING

29-1023

April 18, 1938

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2060 which was awarded to you on March 24, 1938, covering bridge construction over the Little Nestucca River in Tillamook County. This copy of the contract is for your records and files.

We are also sending a copy of this contract to the surety on your bond.

Yours very truly,

HBG:MC

Secretar,

21-11.3

RECEIVED
APR 14 1938
FOR FILING

April 14, 1938

H. B. G.

I have handed four copies of the Mtn. States Construction Co. Contract #2060 - Little Nestucca River Bridge to Devers,

J. McFarland.

NOTED
FB

FORM S-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

RECEIVED
APR 5 1938
FOR FILING

21-1123

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 1, 1938

R 5939

Mrs. W. W. Cander, Mr. Ralph D. Dunn,
Mr. Charles Steppa, and Mr. Fred Steppa
Cloverdale, Oregon

Dear Madam and Sirs:

We acknowledge receipt of the option given to Mr. Benson on March 30th for a temporary easement, without cost, for the construction of a detour bridge in connection with the construction of a new structure over the Little Nestucca River on the Oregon Coast Highway in Tillamook County.

This easement is purely for the benefit of the contractor and it is our understanding that he has agreed with you to remove the temporary trestle from your property upon completion of the construction, to move and replace any fence which may be affected, and also to clean up and leave the premises in a clean and sightly condition at the end of the exercise of the agreement.

In view of the short term involved it does not appear that it is necessary to go to the trouble of the execution of a formal easement and we will rely upon the grant made in the option.

Please accept the sincere appreciation of the State Highway Commission for your courtesy and cooperation with us in this matter. It is a pleasure to deal with people who are as fair-minded and reasonable as you have been regarding this matter.

Yours very truly,

J. M. DEVERS

By J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mountain States Construction Company, 1644 Washington Street, Eugene, Oregon
Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. D. Eason

FORM S-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. S. [illegible], SECRETARY

RECEIVED
APR 4 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

29-10-3

April 1, 1938

Mr. Harold Penter
Newport, Oregon

NOTED
[illegible] Highway Engineer

Dear Sir:

We acknowledge receipt of the option given to Mr. Benson on March 30th for a temporary easement, without cost, for the construction of a detour bridge in connection with the construction of a new structure over the Little Nestucca River on the Oregon Coast Highway in Tillamook County.

This easement is purely for the benefit of the contractor and it is our understanding that he has agreed with you to remove the temporary trestle from your property upon completion of the construction, to move and replace any fence which may be affected, and also to clean up and leave the premises in a clean and sightly condition at the end of the exercise of the agreement.

In view of the short term involved it does not appear that it is necessary to go to the trouble of the execution of a formal easement and we will rely upon the grant made in the option.

Please accept the sincere appreciation of the State Highway Commission for your courtesy and cooperation with us in this matter. It is a pleasure to deal with people who are as fair-minded and reasonable as you have been regarding this matter.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mountain States Construction Company
1644 Washington Street
Eugene, Oregon
Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. D. Eason

39-1073

March 26, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No 2060 which was awarded to you on March 24, 1938 by the State Highway Commission, covering the construction of a bridge over the Little Nestucca River, near Hebo, in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the last paragraph on page 15 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

29-1083

March 25, 1938

Mountain States Construction Co.
1644 Washington St.
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 24, 1938, awarded you the contract for construction of a 320-foot pile trestle and steel I beam bridge on the Little Nestucca River Bridge Section of the Oregon Coast Highway, in Tillamook County. This award was based on your low bid of $13,736.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HEG:AM

Secretary

cc - Mr. Paxson

CONTRACT# [redacted] 2061

6-1204 Bandon-Port Orford Section, Oregon Coast Hwy.

2061

RECEIVED
MAR 27 1939
6-1204

March 25, 1939

R. I. STUART & SONS
Medford, Oregon

Attention Mr. R. I. Stuart

Gentlemen:

In response to your inquiry of March 23 you are advised that the voucher covering final payment to you on your contract No. 2061, Bandon-Port Orford Section, was mailed you for signature on March 23. You, no doubt, have received it by this time.

We note what you say in regard to snow conditions in connection with your contract No. 2007, Diamond Lake Section. All matters with reference to further extension of time should be taken up with K. D. Lytle, Division Engineer.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2061

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON Mar. 23-1039

RECEIVED
MAR 25
COMMISSION

State Highway Commission

Salem Oregon

Gentlemen;

What is the Status of the Curry Co, job 2061. We have not received the final estimate for it.

The job at Diamond Lake is still under about 5 feet of snow. Dont suspose there is much use in asking for extension of Time untill we know about when we can get at it

Expect to finish the Powers Ranch Jackville job next week.

Very truly yours R I Stuart
R.I.Stuart & Sons

#2061

RECEIVED
MAR 23 1939
FOR FILING
6-1204

March 23, 1939

General Casualty Company of America,
Ford Knutsen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2061, for the construction of the Bandon-Port Orford Section of the Oregon Coast Highway in Coos and Curry Counties, has been completed by the contractors, R. I. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 1st, 1939.

The State has been advised of the following claims against this contract: F. J. Hoppis, $51,00 for damages; City of Bandon, $213.53, for electric power furnished. You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $22,057.78, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 10 1939

2061

February 10, 1939

Mr. J. M. Fasnacht
Manager of Utilities
Hydroelectric Department
Bandon, Oregon

Dear Mr. Fasnacht:

Reply is made to your letter of February 7 regarding your claim in the amount of $213.53 against R. I. Stuart & Sons, contractors for furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties, state highway contract No. 2061, which claim is for electrical power furnished the contractor in connection with rock crusher operations.

Investigation of the records reveals that the Highway Commission has not as yet made final payment in connection with this contract.

In connection with all state highway contracts the successful bidder is required to furnish the state a surety bond for the satisfactory completion of the project and for the protection of claims incurred in connection therewith. Such a bond was furnished by R. I. Stuart & Sons. It was written by the General Casualty Company of America for whom Ford Knutsen is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file your claim with the agent of the bonding company.

I would also suggest that you file a notice of your claim with the Secretary of State as required by Chapter 280, Laws of Oregon 1931, in order to hold the bonding company liable for the payment of your claim subsequent to the expiration of a period of six months from date of completion of the project and acceptance of the same by the State Highway Commission. A mimeographed copy of Chapter 280 is inclosed.

You inquire if the Highway Commission requires the contractor to present evidence showing that all bills are paid before final payment is made. The Highway Commission requires such a statement from the contractor.

Very truly yours,

HBG:AM

Secretary

February 10, 1939

General Casualty Company of America
Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised that R. I. Stuart & Sons owe the Hydroelectric Department of the City of Bandon $213.53 for electric power for rock crusher operations in connection with R. I. Stuart & Sons' contract for furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties, state highway contract No. 2061.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

HHC:AM

Secretary

cc - R. I. Stuart & Sons
521 North Fir
Medford, Oregon

CITY OF BANDON

COOS COUNTY, OREGON

RECEIVED
FEB 9 - 1939
STATE HIGHWAY COMMISSION

BANDON, OREGON Feb. 7, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Att: Mr. H. B. Glaisyer, Secretary

Gentlemen:

R. I. Stuart & Sons of Medford, Oregon, owe the Hydroelectric Department of the City of Bandon $213.53 for electri c power purchased for their rock crusher operations near Floras Creek which is south of Bandon. The rock which they were crushing was for the Highway Commission.

The service was discontinued on Dec. 15, 1938 and so far they have failed to pay the account. We are writing to inquire whether they have received their final settlement with the Commission on this job. Does the Commission require the contractor to present evidence showing that all bills are paid before they make their final settlement?

Any information you can give us will be greatly appreciated.

Very truly yours,

Hydroelectric Dept.,
City of Bandon.

BY J. H. Fasnacht,
Mgr. of Utilities.

ANSWERED
H. B. GLAISYER

RECEIVED
FEB
FRH Baldock
ENGINEERING

FINAL COST ANALYSIS - January 30th, 1939
Bandon-Port Orford Rock Production
Oregon Coast Highway

I. R. Stuart & Sons, Contractors — V. H. Coffey, Resident Engineer
Contract 2061 — Prefix 6-1204

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Cr. Rock in Stockpile	$9,267.09	4,004.5 cu. yd.	2.314	2.00	$8,009.00
1/2"-1/4" " " " "	9,241.87	3,993.6 " "	2.314	2.00	7,987.20
1/4"-0" " " " "	3,124.12	1,350.0 " "	2.314	1.00	1,350.00
Hauling Cr. Rock-Pile Measure	4,750.56	50,648.3 yd. mi.	0.094	0.10	5,064.83
Purchase Screen Rejections	123.93	495.72 cu. yd.			123.93
	$26,507.57				$22,534.96

Total Cost	$26,507.57
Gross Revenue	22,534.96
Net Loss	$3,972.61

Net Loss Equals 17.6% of Gross Revenue

Contract 2061

Detail of Cost

Labor:			
Supervision (Mr. Stuart 7½ mos. at $140.00)		$1,050.00	
Labor		7,973.85	
State Industrial Accident Ins.	6½% of P/R	518.30	
Unemployment Compensation	3% of P/R	239.22	
Old Age Benefit	1% of P/R	79.74	
			$9,861.11
Miscellaneous:			
Equipment Rental		$5,324.50	
Gas, Oil & Grease and Electric Power		3,190.63	
Move In and Set Up		1,512.50	
Explosives		1,800.00	
Miscellaneous Expense		2,420.72	
Overhead Expense		1,249.05	
Home Office Expense		924.53	
Bond		224.53	
			16,646.46
			$26,507.57

Contract 2061

Details of Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In and Set Up	$2,747.97	9,844 cu. yd.	0.2792
Drill and Shoot Quarry	5,535.72	" " "	0.5623
Load Quarry Material	2,823.84	" " "	0.2869
Haul Quarry to Plant	2,334.40	" " "	0.2371
Plant Operation	8,315.08	" " "	0.8447
	$21,757.01	9,844 cu. yd.	$2.2102

Contract 2061

REMARKS:

This was a State Project and consisted of furnishing approximately 9,450 cubic yards of crushed rock in stockpiles. The contract was bid and awarded April 6th, 1938. Work was started April 25th, and completed November 27th, 1938.

Five weeks were required to move in and erect the crushing plant The contractor attempted to drill in the quarry indicated in the specifications using a jackhammer and a 110 cu. ft. compressor, but decided he was not able to drill economically with this equipment and substituted a burley for the jackhammer. The material wasvery hard and broke very large when shot. The material had to be plugged and reshot two or three times before it was reduced to a size small enough to feed into the 15" x 24" primary jaw crusher. Here again the material was so hard that dies in the crusher wore off rapidly. After having produced 100 cubic yards of crushed material from this source, the contractor decided to get material from another quarry site about ½ mile from the plant. This site had previously been worked with a dragline and considerable overburden and rotten rock was mixed with good hard material which made segregation of passable crushed material difficult. Blasting required about 1 pound of powder per cubic yard of crushed rock.

A 3/8 cu. yd. Insley shovel and two 1½ ton trucks moved quarry rock to the plant. This equipment is old and much time was lost while the shovel was down for repairs. The plant consisted of a 15" x 24" primary jaw and a 2-foot cone crusher powered by a 60 h.p. electric motor drawing current from a local power line; a 3 x 8 triple deck shaker screen; 75-foot of 18" bucket conveyor drawing power from a 10 h.p. electric motor. Quarry material passed over a grizzly, and the rejected material was hand shoveled into a wheelbarrow, deposited in a stockpile near the plant. This method of scalping was not effective, so on July 23rd, the plant was shut down for two weeks while the 3 x 8 screen was taken from the top deck and installed in the place of the grizzly and operated by a 5 h.p. electric motor. A 3 x 10 double deck Symon screen was placed on the top deck and the 10 h.p. motor was replaced by one of 15 h.p. Operating 50% of the possible shift time, the plant produced 9,348 cubic yards of contract specified crushed material in 727 hours, at an average rate of 13 cubic yards per hour operating time, or 6½ cubic yards per hour of available shift time. Crushing equipment was old and worn and much time was lost for repairs which accounted for approximately 45% of available shift time. On November 15th, a pipe line was laid to the plant, and material was washed on the top screen for the remainder of the operating time of three weeks.

From two to four 1½ ton trucks hauled crushed material to stockpiles. Average length of haul was about 5 miles - long enough to make economical hauling possible.

The nature of the material sources on this project made quarrying operations expensive, but eh loss suffered on this job was caused primarily by worn out equipment and indifferent supervision.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
FEB 8 1939
FOR FILING

January 28, 1939

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Mr. Lytle:

You are advised that we have received a letter from R. I. Stuart & Sons enclosing a letter from their surety requesting an extension of time to November 27, 1938, on their contract No. 2061, Bandon-Port Orford Section.

Please advise your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JAN 17 1939
FOR FILING

6-1204

#-2061

January 16, 1939

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the H. I. Stuart & Sons contract No. 2061, Bandon-Port Orford Section in Coos and Curry Counties.

The original date of completion of this contract was August 31, 1938. The time limit was extended to October 15, 1938, with penalty. According to our records this contract was not completed until November 27, 1938.

Will you please take the matter of further extension of time up with the contractors and forward us your recommendation. The contractors application must be accompanied by the written of consent of their surety on the bond.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM S-R-1 1500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED
JAN 13 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

6-12-C4

January 12, 1939

R. I. Stuart & Sons,

Medford, Oregon.

Gentlemen:

Your letter addressed to the highway commission under date of January sixth, in which you state that a claim has been filed with you by one F. J. Hopiss covering certain losses which the claimant says he sustained in connection with blasting done by you and that you have asked for an itemized statement of the claim and for an explanation of the ground upon which they claim you are liable, has been handed to me for reply.

In my opinion you are entitled to the information you have called for and I do not believe you are obligated to pay the claim until you get the information. If there is any communication that you want me to address to the claimant, please let me know.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

REFERRED TO
BY SECRETARY

write & file

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

January 6th. 1938

State Highway Commission
Salem, Oregon

Gentlemen:

There is a claim against us on the Bandon Job. Contract No. 2061.

We have written the claimants to specify just why we were to blame for certain losses they claim to have sustained from our blasting.

F.J.Hopiss is the claimant and has listed hens, radios, lamps vegetables,chickens eggs and various items. He claims that these items should be paid for. We have written him but have heard nothing. Before we pay for this item we should be entitled to know why we are considerd the cause of their greivances.

Sincerely,

R.I.Stuart and Sons

By R I Stuart
Partner

Mr Allen — SECRETARY
Will you please examine this? and return with it our letter of 1/3 your reply to file.
H Hoffman

H. B. G.

On Dec, 5th we were advised of the C. L. Sparretorn claim. On Dec, 24th we were advised by them that their claim had been settled in full. Surety etc. were advised in both instances. You will note that this letter from the Secretary of State was written Dec, 19th and was received here on Jan, 7th. I told Mrs Lewis that it would only be necessary to acknowledge it to the Secretary of State for the reason that if we send out the usual letters the contractor and his surety will think another claim has been filed unless we do much explaining which appears unnecessary.

J. McFarland.

NOTED
H. B. GLAISYER

RECEIVED
JAN 10 1939
FOR FILING

6-1204

Dear Mr. Snell:

This acknowledges receipt of your letter of December 19, 1938, enclosing three copies of a notice of claim by C. L. Sparretorn for $41.18 against the bond taken from R. I. Stuart & Sons for work on the Bandon-Port Orford Section of the Oregon Coast Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG.

NOTED
H. B. GLAISYER

RECEIVED
JAN 10 1939
FOR FILING

January 9, 1939

6-1204

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Mr. Snell:

This acknowledges receipt of your letter of December 19, 1938, enclosing three copies of a notice of claim by C. L. Sparretorn for $41.18 against the bond taken from R. I. Stuart & Sons for work on the Bandon-Port Orford Section of the Oregon Coast Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

KHL

NOTED
H. B. GLAISYER

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 7 - 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

December 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by C. B. Sparretorn for wages against the bond taken from W. I. Stuart & Sons for work on the Bandon-Port Orford Section of the Oregon Coast Highway, which was filed in this office on December 15th.

Please acknowledge receipt of the copies.

Very truly yours,

Secretary of State

C.M.
Encs. 3

Langlois, Ore.

December 14th, 1938

To Secretary of State of the State of Oregon

Salem, Oregon

Notice hereby is given that the undersigned C. L. Sparretorn has a claim for blacksmithing and materials in the sum of Forty One and 18/100 Dol. ($41.18) against the bond taken from R. I. Stuart and Sons for the work of furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway in Coos and Curry Counties.

C. L. SPARRETORN

Endorsed: File No. 2823
Filed December 15, 1938
EARL SNELL
Secretary of State

Langlois, Ore.

December 14th, 1938

To Secretary of State of the State of Oregon

Salem, Oregon

Notice hereby is given that the undersigned C. L. Sparretorn has a claim for blacksmithing and materials in the sum of Forty One and 18/100 Dol. ($41.18) against the bond taken from R. I. Stuart and Sons for the work of furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway in Coos and Curry Counties.

C. L. SPARRETORN

Endorsed: File No. 2823
Filed December 15, 1938
EARL SNELL
Secretary of State

Langlois, Ore.

December 14th, 1938

To Secretary of State of the State of Oregon

Salem, Oregon

Notice hereby is given that the undersigned C. L. Sparretorn has a claim for blacksmithing and materials in the sum of Forty One and 18/100 Dol. ($41.18) against the bond taken from R. I. Stuart and Sons for the work of furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway in Coos and Curry Counties.

C. L. SPARRETORN

Endorsed: File No. 2823
Filed December 15, 1938
EARL SNELL
Secretary of State

#2061

RECEIVED
DEC 31 1938
FOR FILING

December 31, 1938

Mr. C. L. Sparreturn
Langlois, Oregon

Dear Sir:

This acknowledges receipt of your communication of December 20, 1938, advising that you have received payment in full from R. I. Stuart & Sons for all labor and material furnished them by you in connection with State Highway Contract No. 2061, Bandon-Port Orford rock production project, in Coos and Curry Counties. We have noted the settlement of this claim in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - General Casualty Co. of America
c/o Ford Knutsen
Board of Trade Building
Portland, Ore.

cc - R. I. Stuart & Sons
521 N. Fir Street
Medford, Oregon

#2061

66

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
DEC 2 1 1938
STATE HIGHWAY COMMISSION

Jim
attn envelope & send
back

Received of R.I.Stuart and Sons Payment in full for all Labor and Material on Contract 2061 (Bandon) Dec. 20-1938.

L L Sparlarn

The State Highway Commission has received a notice of claim filed by F. J. Hopiss, Langlois, Oregon, against R. I. Stuart & Sons, contractors for the furnishing of crushed rock on the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties, Contract No. 2061. This claim is for damages caused by blasting rock near Mr. Hopiss' home.

I am forwarding you a copy of the claim inasmuch as you appear surety on the bond furnished by R. I. Stuart & Sons in connection with this job.

Very truly yours,

HEG:AM

Secretary

cc - R. I. Stuart & Sons
521 North Fir
Medford, Oregon

#2061

RECEIVED
DEC 19 1938
FOR FILING

6-1204

December 16, 1938

General Casualty Company of America
Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received a notice of claim filed by F. J. Hopiss, Langlois, Oregon, against R. I. Stuart & Sons, contractors for the furnishing of crushed rock on the Random-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties, Contract No. 2061. This claim is for damages caused by blasting rock near Mr. Hopiss' home.

I am forwarding you a copy of the claim inasmuch as you appear surety on the bond furnished by R. I. Stuart & Sons in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - R. I. Stuart & Sons
521 North Fir
Medford, Oregon

Langlois Oregon
Dec 15 - 1938

State Highway Com

We sent R. J. Stewart & Son
Medford Oregon the folling bill for damage
caused by, blasting rock, near our house,
and he doesent, pay any attention to same
so we, send the bill to you, as I understand
he has to pay, all bills, before a final settlment
with State Highway Dept.

T. J. Hopkins
P. O. Box 122
Langlois
Oregon

RECEIVED
DEC 16 1938
OREGON
STATE HIGHWAY COMMISSION

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own
STATE PRINTING DEPT.

4 Siblings of Eggs @ 1¢ each $4.00

2 Hens killed by falling rock 1 each $2.00

Electric table lamp $2.00

Canned meat $6.00

Canned vegatables $6.00

Window panes $2.00

Radio field Coil, 2 tubes and labor $10.00

To Rufus Trushman Radio shop. $31

Total 31 00

Bandon Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

STATE PRINTING DEPT.

Form 338—5M—7-38

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December, 1938

Section Bandon-Port Orford — *Kind of work* Furn. Cr. Rock in Stockpiles

Highway Oregon Coast — *Section prefix* 6-1204

Contractor R.I.Stuart & Sons — *Contract number* 2061

Date of contract April 6, 1938 — *Date of completion* August 31, 1938

Date work started April 26, 1938 — *Estimated date of completion* November 27, 1938

Amount of contract . . . . . $ 22,550. — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,550.

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1,175., 5 % — *Date project was completed* November 27, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sunday-Plant ran 8 hours-Total output 54 yds. of ½"-¼" material.

Monday- " " 8 " " " 61 " " " " .

To-days run finished the crushing of all the material called for in the dontract.

Tuesday-Stuart had stockpiled a few yards of dirty material which he intended to wash when he had his washing plant built. This material was salvaged hauled to the river and washed and stockpiled. This took his crew all day.

Stuart began dismantling his plant and cleaning up around his crusher as soon as he had his ~~plan~~ yardage out. I have a letter from one property owner accepting Stuarts clean up and will get one from the other as soon as he as finished.

NOTED VAN SCOY

U.H. Scott

Signed U.H. Scott

Address North Bend, Ore.

NOTED RAY WEBBER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			27.8		
Miles partially completed			27.8		
Miles completed			27.8		
Total estimated quantities			9,450. C.Y		
Estimated quantities moved or placed to date			9,450. C.Y		
Average daily quantities			60		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week 3 days			11		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Curry COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					2	8
Men and teams							
Men and trucks under 3 tons	3						3
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors 1, Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#2061

RECEIVED
DEC 7 1938
FOR FILING
6-1204

December 6, 1938

Mr. C. L. Sparretorn

Langlois, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 1, 1938, advising of your claim against R. I. Stuart & Sons in the amount of $41.18 for services rendered in connection with their contract No. 2061 for furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties.

It would not be possible, as you requested, to withhold the amount of your bill from moneys due this contractor but we offer to you for the protection of your claim the bond furnished by R. I. Stuart & Sons in connection with this contract. The bond was written by the General Casualty Company of America for whom Ford Knutsen is local agent with offices in the Board of Trade Building, Portland.

I would suggest that you file your claim with the agent of the bonding company and also with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which is enclosed. By doing so, you still have recourse to action in the courts.

In accordance with our usual practice, we are today notifying the contractor and the bonding company that your claim has been filed with the State Highway Commission.

Very truly yours,

Secretary

HBG:AM

December 6, 1938

GENERAL CASUALTY COMPANY OF AMERICA
c/o Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of advice from C. L. Sparreterm, Langlois, Oregon, that he has a claim against R. I. Stuart & Sons, in the amount of $41.18 for services rendered in connection with their contract with the State Highway Commission (No. 2061) for furnishing crushed rock in stock piles for the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties.

Inasmuch as you are surety for the contractors in connection with this job, we are passing on to you, for your information and action, notice of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

AM:MBL

cc - R. I. Stuart & Sons
521 N. Fir Street
Medford, Oregon

#2061

RECEIVED
DEC 1 1938
STATE HIGHWAY COMMISSION

Langlois, Curry Co. Oregon
Dec 1st 1938.

Oregon State Highway Com.
Salem, Oregon

Dear Sirs. The statement herewith enclosed is for material and service rendered during month of May 1938 to R J Stuart & Son under contract to deliver crushed rock for State Highway near Langlois in Curry County, and for which I have not received pay-

ember 26, 1938

tter from R. L.

it on their cont-

be extended to

time limit being

of your recommendations.

.

STATEMENT

#2061

ment. If State Highway
Com. can hold out the amount
of this bill, or in any other
way can assist in collecting
this account I will greatly
appreciate it. Thanking you
for the favor I am

Yours truly
C L Barrelorn

6, 1958

m R. L.

their cont-

nded to

mit being

recommendations.

RECEIVED
SEP 28 1938
FORT PI

6-120

#2061

STATEMENT

Langlois Dec 1st 1938

M R I Stuart & Son
Medford Ore

To C L Sparrelorn DR.

TERMS Blacksmith

1938					
May	11	Iron Drill Steel			25
"	12	Point Steel Bar			25
"	"	Temper Bits 3½ Hexs		3	00
"	13	Make 10 Drills		3	00
"	14	Temper Bits 2¾ Hexs		2	75
"	16	Temper Bits 2 "		2	00
"	17	Temper Bits 3 "		3	00
"	17	Make Sticking Bar			65
"	18	Temper Bits 1¾		1	75
"	23	20 feet round Steel		1	15
"	28	1 Bar B.D Tool Steel		22	88
				41	18

...ing

...mendations.

RECEIVED
SEP 28 1938
FOR FILING
1a-1204

#2061

September 26, 1938

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

We hand you herewith copy of a letter from M. L. Stuart & Sons, requesting that the time limit on their contract No. 2061, Bandon-Port Orford Section, be extended to October 15, 1938.

Their surety has consented to the time limit being extended to the above date. Please advise of your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 9-37

RECEIVED
SEP 28
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

L-1204

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Sept. 20, 1938

RECEIVED
SEP 22 1938
STATE

R. I. Stuart & Sons
521 N Fir
Medford, Ore.

Gentlemen:

The Salem Office is in receipt of your application for request of extension of time on Contract 2061, Bandon-Port Orford Section but you failed to specify the date to which you wish the time limit extended.

Please write the Salem Office giving this information.

Very truly yours,

K. D. TYTLE
Division Engineer

KDL:C

cc: Glaisyer ✓

RECEIVED
SEP 20 1938
FOR FILING

#2061

September 16, 1938

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

We have received an application from R. I. Stuart & Sons requesting an extension of time on their contract No. 2061, Bandon-Port Orford Section in Coos and Curry Counties which reads as follows:

"The delay in the Bandon Job was caused largly by the change to a new quarry."

They specified no particular date to which they wish the time limit extended. Please advise of your recommendations.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

R.H. Baldock

Cost Analysis to September 15, 1938
Bandon-Port Orford Rock Production
Oregon Coast Highway in Coos and Curry Counties
Contract 2061 Prefix 6-1204
I. B. Stuart & Sons, Contractors
V. H. Coffey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$4,797.04	2,200 cu. yd.	2.181	2.00	$4,400.00
½"-¼" Cr. Rock in Stockpile	4,360.94	2,000 " "	2.181	2.00	4,000.00
¼"-0 Cr. Rock in Stockpile	2,130.47	1,000 " "	2.181	1.00	1,000.00
Hauling Crushed Rock, Pile Measure	2,147.65	28,000 yd. mi.	0.077	0.10	2,300.00
	$13,436.10				$12,200.00

Total Cost	$13,486.10
Gross Revenue	12,200.00
Net Loss	$1,286.10

Net Loss Equals 10.5% of the Gross Revenue

Contract 2061

Details of Cost

Labor:

Supervision - Mr. Stuart 4½ Mo. at $150.00		$675.00	
Labor		4,961.85	
State Industrial Accident	6½% of P/R	322.52	
Unemployment Compensation	3% of P/R	148.86	
Old Age Benefit	1% of P/R	42.62	
			$6,157.85

Miscellaneous:

Equipment Rental	$3,309.25	
Gas, Oil, Grease, Electric Power	2,038.50	
Explosives	770.00	
Move In & Set Up 60% of $1,000 Less Labor	112.50	
Small Tools, Miscellaneous Expense	610.00	
Overhead Expense	244.00	
Home Office Expense	122.00	
Bond 1% of Revenue	122.00	
		7,328.25
Total Cost		$13,486.10

Cost Analysis of Crushed Rock in Bunkers

	Cost	Quantity	Unit Cost
Erection	$883.79	5,200 cu. yd.	0.1700
Drill and Shoot	3,158.63	" " "	0.6074
Load in Quarry	1,663.02	" " "	0.3198
Haul Quarry to Plant	1,459.22	" " "	0.2806
Plant Operation	4,173.79	" " "	0.8027
Cost in Bunker	$11,338.45	5,200 cu. yd.	$2.1805

Contract 2061

REMARKS:

This is a State project and consists of the furnishing of approximately 9,450 cubic yards of crushed rock in stockpiles. The contract was bid and awarded April 6th, 1938; work was started April 25th, and to date is 60% completed.

Five weeks were required to move in and erect the crushing plant. The contractor attempted to drill in the quarry indicated in the specifications using a jackhammer and a 110 cu. ft. compressor but decided he was not able to drill economically with this equipment and substituted a burley for the jackhammer. The material was very hard and broke very large when shot. The material had to be plugged and re-shot two or three times before it was reduced to a size small enough to feed into the 15" x 24" primary jaw crusher. Here again the material was so hard that dies in the crusher wore off rapidly. After having produced 100 cubic yards of crushed material from this source, the contractor decided to get material from another quarry site about ½ mile from the plant. This site had been previously worked with a dragline and considerable overburden and rotten rock was mixed with good hard material, making segregation of passable crushed material difficult. It has required about 1 lb. of powder per cubic yard of crushed rock.

A 3/8 cu. yd. Insley shovel and 1½ ton trucks moved quarry rock to the plant. This equipment is old and much time has been lost while the shovel was down for repairs.

The plant consisted of a 15 x 24 primary jaw and a 2' cone crushers, powered by a 40 h.p. electric motor drawing current from a local power line; and a 3 x 8 3-deck vibrating screen and 75 ft. of 18" bucket conveyor drawing power from a 10 h.p. electric motor. Quarry material passed over a grizzly, and the rejected material was hand shoveled into a wheelbarrow and deposited in a stockpile near the plant. This method of scalping was not effective so on July 23rd, the plant was shut down for two weeks while the 3 x 8 screen was taken from the top deck and installed in the place of the grizzly and operated by a 5 h.p. electric motor. A 3 - 10 2-deck Symons screen was placed on the top deck and the 10 h.p. motor was replaced by one of 15 h.p. Operating 50% of the possible shift time, the plant turned out 5,200 cu. yds. of crushed material in 380 hours, at an average rate of 14 cu. yds. per hour operating time, or 7 cu. yd. per hour of available shift time. Crushing equipment was old and worn and much time was lost for repairs which amounted for approximately 45% of available shift time.

From two to four 1½ ton trucks hauled crushed material to stockpiles. Average length of haul was about 5 miles - long enough to make economical hauling possible.

The probability of further loss of time for repairs and the possible necessity for installing a washing plant in case of wet weather would indicate that the contractor will incur an increasing loss before the contract is complete. At the present date the time limit has been exceeded by six weeks. It would appear that the project will not be finished until the middle of November.

F. W. Clymer
Cost Analyst

By . . M. C. Smith

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 8
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

6-12-04

OREGON STATE HIGHWAY COMMISSION

SALEM

June 15, 1938.

IN REPLY PLEASE REFER TO FILE NO.

August 1, 1938

Mr. K. D. Lytle,
Division Engineer,
[illegible] Ore.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending herewith a second authorization order for State Force Work on the Bandon-Port Orford Section of the Oregon Coast Highway, covering increase in the cost of clearing.

The additional funds necessary will be taken from the contingency fund.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓
Coffey

Dictated by
Chas. E. Lee
G

CC to
H.G. Smith

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
June 15,1938.

L-12 C4

IN REPLY PLEASE
REFER TO FILE No.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
to Highway Engineer

Dear Sir:

Attached is a copy of a letter from F. J. Hofsess, with reference to the contractor's quarry operations on the Bandon Rock Production Project.

Will you please investigate and take such action as is necessary to protect the property of Mr. Hofsess and others.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM 401 P. 6-36 10M

#2061

RECEIVED
MAY 25 1938
FOR FILING

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
MAY 24 1938
OREGON
STATE HIGHWAY COMMISSION

6-1204

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

May 23, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: R. I. STUART & SONS
Medford, Oregon

It is our understanding that R. I. Stuart & Sons have a rock crushing job in the vicinity of Langlois, Oregon.

As we anticipate furnishing petroleum products on this operation we should like to have the details in connection with the contract. Will you please complete the attached questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

D. E. NICHOLS
District Credit Supervisor

By: L Harbison

LH:B
ENCL

April 18, 1938

R. I. Stuart & Sons,
521 North Fir
Medford, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2061 which was awarded to you on April 6, 1938, covering the furnishing of crushed rock, in stock piles, on the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry County. This copy is sent to you for your records and files.

We are also sending a copy of this contract to the surety on your bond.

Yours very truly,

HBG:MC

Secretary

RECEIVED
APR 8 1938
FOR FILING
6-1204

April 8, 1938

R. I. Stuart & Sons,
521 No. Fir Street,
Medford, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2061 which was awarded to you on April 6 covering the furnishing of crushed rock, in stockpiles, for the Bandon-Port Orford Section of the Oregon Coast Highway in Coos and Curry Counties.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately following Page 12 of the mimeographed special provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
JUL 18 1938
FOR FILING

6-1204

April 6, 1938

R. I. Stuart & Sons,
217 Apple Street
Medford, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the furnishing of 9,450 cu. yds. crushed rock, in stock piles, on the Bandon-Port Orford Section of the Oregon Coast Highway, in Coos and Curry Counties. This award is based on your low bid of $22,550.00 which you submitted on March 24, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

See this enclosed

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
APRIL 6, 1938

R. I. STUART & SONS
APPLE STREET
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING FURNISHING OF CRUSHED ROCK FOR BANDON PORT ORFORD SECTION OREGON COAST HIGHWAY BASED ON YOUR BID SUBMITTED MARCH TWENTY FOURTH CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

CONTRACT# [redacted] 2062

FA 83-A-4 Lobert-Modoc Point Sec., The Dalles-California Hwy. 1938

#2062

FA 6 - A

OFFICE
AUG 14
FOR FILE

August 11, 1939

R. M. Baldock

H. C. SMITH

Overrun on Lobert-Modoc Point job.

I am somewhat concerned about the 50% overrun of the Lobert-Modoc Point job and the fact that the engineering charge on the work amounts to 15%. Please give me a letter of explanation in detail of the reasons for this circumstance.

RHB:HH

RECEIVED
AUG 2- 1939
FOR FILING

FA 82-A-4

2062

August 1, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2062, for the construction of the Lobert-Modoc Point Section of the Dalles-California Highway in Klamath County, has been completed by the contractors, Coos Bay Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 11, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $53,465.95, including the final payment. Of this amount $1,934.82 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 28 1939
F.C.C.

E2-C1-4

June 27, 1939

Mr. Arthur W. Schaupp
508 Main Street
Klamath Falls, Oregon

Dear Mr. Schaupp:

Reply is made to your letter of June 24 regarding the claim of Manns and Parks against the Coos Bay Dredging Company, being a claim for their services rendered in the trucking of materials in connection with the Coos Bay Dredging Company's contract for grading the Lobert-Modoc Point Section of The Dalles-California Highway, in Klamath County.

The bond furnished by the Coos Bay Dredging Company in connection with this work was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local manager with offices in the Bedell Building, Portland. The job was completed on May 21, 1939, but has not yet been accepted by the State Highway Commission. Furthermore the final quantities have not yet been ascertained, neither has the final payment been made. I am not in a position to give you the information that you desire as to the yardage moved in connection with this job but would suggest that you contact the resident engineer who has charge of the work. He can give you a pretty close estimate of quantities although of course the figures that he would give you are subject to final check in this office and might be increased or decreased somewhat. The resident engineer who has charge of this work is J. B. Weaver whose address is Klamath Falls.

Very truly yours,

HBG:AM

Secretary

2062

This contract was completed May 21st, has not yet been accepted.

Total paid to date is $51,488.85. Retained percentage is $2,000.00. No figures available as final has not been worked up. Subs should get their figures from the Resident Engineer.

McFarland,

GBD answer 57

RECEIVED
JUN 26 1930
STATE HIGHWAY COMMISSION

Salem, Oregon

Dear Sir:

I am writing you to ascertain the name of the bonding company, who executed the bond for the "Coos Bay Dredging Co." on the Modoc Point section of the Dalles-California Highway.

I might also advise you that Manns and Parks were employed by the Coos Bay Dredging Co. to do the trucking on the excavation and have not yet obtained a settlement with the Coos Bay Dredging Co.

Their settlement depended upon the yardage removed according to the engineer of the State Highway Department, and they have not been able to get the figures showing the amount of yardage moved in this operation.

It will be necessary to notify the bonding company of this unpaid claim, and I would like to have the necessary information, so that I can notify the bonding company.

Thanking you, I am,

Very truly yours,

AWS/m

A W Schaupp

ANSWERED
H. B. GLAISYER

2062

LAW OFFICE
ARTHUR W. SCHAUPP
308 MAIN STREET
KLAMATH FALLS, OREGON

June 24, 1939.

RECEIVED
JUN 26 1939
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer
Secretary State Highway
Commission
Salem, Oregon

Dear Sir:

I am writing you to ascertain the name of the bonding company, who executed the bond for the"Coos Bay Dredging Co." on the Modoc Point section of the Dalles-California Highway.

I might also advise you that Manns and Parks were employed by the Coos Bay Dredging Co. to do the trucking on the excavation and have not yet obtained a settlement with the Coos Bay Dredging Co.

Their settlement depended upon the yardage removed according to the engineer of the State Highway Department, and they have not been able to get the figures showing the amount of yardage moved in this operation.

It will be necessary to notify the bonding company of this unpaid claim, and I would like to have the necessary information, so that I can notify the bonding company.

Thanking you, I am,

Very truly yours,

AWS/m

A W Schaupp

ANSWERED
H. B. GLAISYER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

83-4

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 9 - 19
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 83 (4)
Lobert-Modoc Point
The Dalles-Calif. Hwy.

June 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Oregon Federal Aid Project No. 83(4)

Arpr 34394

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 15, 1938, by the Oregon State Highway Commission, and on June 29, 1938, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 83(4); and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the substitution of solid rock borrow and topping for a portion of the talus borrow and topping previously specified; and by reason thereof has requested that the estimate of cost approved for said project be increased from $80,531.00 to $85,096.00 and that the Federal funds approved and set aside to the credit of said project be increased from $49,130.00 to $51,910.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of

RECEIVED
APR 29 1939
DISTRICT 1

fifty-one thousand, nine hundred ten and no/100 dollars ($51,910.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of fifty-one thousand, nine hundred ten and no/100 dollars ($51,910.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-five thousand, ninety-six and no/100 dollars ($85,096.00), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 25th day of April, 1939, and the Secretary of Agriculture on the _____ day of MAY 24 1939, 1939.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By _____
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. C. O'Leary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 83(4).

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. ~~33(4)~~, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $~~85,096.00~~ in lieu of the $49,130.00 approved by Cert. of June 29, 1938 as the total estimated cost of said project, and the sum of $~~51,910.00~~/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of MAY 24 1939

one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. W. Stanley
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4250

#2062

RECEIVED
JUN 6 - 1939
FOR FILING

83-A-4

June 6, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Coos Bay Dredging Company on Contract No. 2062, Lobert-Modoc Point Section of The Dalles-California Highway in Klamath County. This payment will be made on or after June 16, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

T3-4

RECEIVED
JUN 14 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

June 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 83 (4),
Lobert-Modoc Point
, was made by a representative of this office on May 26, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

WHC:AM

Secretary

#2062

RECEIVED
JUN 6 1939
FOR

83-(1-4

June 5, 1939

Mr. L. M. Dent
638 El Dorado
Klamath Falls, Oregon

Dear Sir:

Reply is made to your letter of June 4 in regard to the Coos Bay Dredging Company's contract for the grading of the Lobert-Modoc Point Section of The Dalles-California Highway.

Investigation reveals that this contract was completed on May 21, 1939. However, final payment has not yet been made due to the fact that the State Highway Commission has not as yet formally approved the extension of time in connection therewith. The job was supposed to have been completed on November 30, 1938. To secure an extension of time, which would permit the payment of the final estimate, the contractor should request the same and furnish us with the written consent of the surety on the bond. The contractor has not done this as yet.

The state law provides that a bond is not released from obligation in connection with state work until a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission has expired. As stated above, the contract was completed on May 20 but has not as yet been accepted by the State Highway Commission so the six-months' period does not start until the Commission takes formal action to that end. Just when the Commission will take such action depends on when the extension of time is approved.

If you have a claim against the contractor, I would suggest that you file the same with the Secretary of State as provided by Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which I inclose. If you do this, it will automatically hold the bonding company responsible and liable subsequent to the expiration of the six-months' period mentioned above.

I would also suggest that you file notice of your claim with the contractor and the surety on the bond which is the United States Fidelity and Guaranty Company for whom M. K. Sprott is General Manager with offices in the Bedell Building, Portland, Oregon.

Very truly yours,

HBG:AM

Secretary

June 5, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of a letter from L. M. Dent, Klamath Falls, advising of his claim against the Coos Bay Dredging Company, contractors for the construction of the Lobert-Modoc Point Section of The Dalles-California Highway, State Highway Contract No. 2062.

Inasmuch as you are surety for the contractor on this job, we are notifying you of this claim against them.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HHL

cc - Coos Bay Dredging Company

June 5, 1939

H. B. G.

Re: Cont. #2062 - :obert-Modoc Point Section in Klamath Co.

The above contract was completed May 21, 1939. However, the original date of completion was Nov, 30, 1938, and it has not been extended it cannot be accepted. Will probably be sometime before final payment is made.

The total amount earned is $$52,149.58 - Retained $3,106.56 and the total amount paid to date is $49,043.02.

J. McFarland.

it very much, if you will inform me about the matter at your earliest chance. Also if final payment has been made to the contractor for this work.

Trusting that this request isn't asking too much and meets with your approval, I Remain, Respectfully Yours,

L. M. Dent
638 El Dorado

ANSWERED
H. B. GLAISYER

A 2062

Klamath Falls, Oregon, June 4, 1939.

RECEIVED
JUN 5 - 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock, Engineer,
Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Sir:---

Will you kindly inform me as to whether your staff of engineers have made their final inspection and put their final OK on that portion of The Dalles-California Highway, which was constructed by the Coos-Bay Dredging Co from Modoc Point, Oregon to Lobert, Ore.;

I have an account due to me from the contractor, and my receiving the payment on this account is dependent upon your and the Commission's approval of the cleaning of the brush and debris from along the highway, where it had been piled at the time of the grading of the road-bed.

The resident engineer here, Mr. Weaver, has informed the contractors that he has sent his approval in for this work and the hitch seems to be from his superior officers if there is any reason for the delay .

If your staff has made their final inspection and approval of the above mentioned project and the bond or surety has been released, I would appreciat it very much, if you will inform me about the matter at your earliest chance. Also if final payment has been made to the contractor for this work.

Trusting that this request isn't asking too much and meets with your approval,

I Remain , Respectfully Yours,

L. M. Dent
638 El Dorado

ANSWERED
H. B. GLAISYER

R.H. Baldock

RECEIVED

NOTED
State Highway Engineer

FINAL COST ANALYSIS-May 27, 1939
Lobert-Modoc Point
The Dalles-California Highway in
Klamath County
Contract 2062 Prefix 18-1104

Coos Bay Dredging Co., Contractors J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$1,684.25	100%			$1,750.00
Trench Excavation	672.52	914.9 cu. yd.	0.735	0.90	823.41
Single "	15,851.10	85,340.8 " "	0.188	0.185	15,788.05
Overhaul	775.94	51,232 yd. sta.	0.015	0.01	512.32
Truck Haul	3,679.57	30,368.2 yd. mi.	0.121	0.09	2,733.14
Finishing Roadbed & Slopes	920.33	5.04 Mile	182.61	1.25	6.30
18" Concrete Pipe	1,614.58	843 lin. ft.	1.92	2.05	1,728.15
24" " "	491.51	183 " "	2.69	3.05	558.15
36" Corr. Iron Pipe	2,046.50	460 " "	4.45	5.95	2,737.00
48" " " "	450.27	70 " "	6.43	7.90	553.00
Talus Borrow & Topping	7,071.49	28,587.2 cu. yd.	0.247	0.235	6,717.99
Hauling Talus Borrow & Topping	10,492.84	88,345.5 yd. mi.	0.119	0.08	7,067.64
PA #1 Sprinkling	1,089.71	782.8 M-Gal.	1.39	1.50	1,174.20
PA #2 Rock Borrow & Topping	6,777.26	14,161.1 cu. yd.	0.479	0.65	9,204.72
PA #3 18" Corr. Iron Siphon Pipe	163.34	72 lin. ft.	0.227	2.58	185.76
PA #3 Concrete Collars 4' x 3' x 12"	17.17	2	8.09	9.00	18.00
EWO #1 Reconstruct Private Utilities	1,687.38				1,787.53
EWO #2 Reconstruct Private Power Lines	139.04				147.29
	$55,624.80				$53,492.65

Total Cost	$55,624.80
Gross Revenue	53,492.65
Net Loss	$2,132.15

Net Loss Equals 3.99% of Gross Revenue

W. H. Bridges

Contract 2062

Details of Cost

Labor:

Supervision		$3,343.12	
Labor		16,368.33	
State Industrial Accident	5% of P/R	985.57	
Unemployment Compensation	3% of P/R	591.34	
Old Age Benefit	1% of P/R	197.11	
			$21,485.47

Materials:

18" Concrete Pipe	843 lin. ft.	at 1.65	$1,390.95	
24" " "	183 " "	" 2.20	402.60	
36" Corr. Iron Pipe	460 " "	" 3.48	1,600.80	
36" " " Bands	32	" 3.25	104.00	
48" " " Pipe	70 lin. ft.	at 4.72	330.40	
48" " " Bands	4	" 4.28	17.12	
18" " " Siphon Pipe	72 lin. ft.	at 1.58	113.76	
18" " " Bands	6	" 1.90	11.40	
				3,971.03

Miscellaneous:

Equipment Rental (Including repairs)	$17,611.29	
Gas, Oil and Grease	5,985.80	
Move In	1,220.00	
Explosives	769.40	
Small Tools & Overhead Expense	2,524.93	
Home Office Expense 1% of Revenue	534.93	
Bond 1% of Revenue	534.93	
Materials Used on E.W.O. #1 & #2	987.02	
		30,168.30
		$55,624.80

Contract 2062

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 5.03 miles of highway roadbed, 2.58 miles of talus rock roadbed topping and other incidental work. The contract was bid and awarded April 28th, 1938; work was started May 9th, and completed May 15th, 1939.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. The work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and a few trees still standing and to dispose of them for the wood. This agreement was not carried out promptly and held up the completion of the job for about two weeks after all grading work had been finished.

Single excavation consisted of 7,450 cubic yards of channel change and 77,390 cubic yards of roadbed excavation. Canal change was dug and sidecast with a 3/8 cu. yd. unit shovel at a cost of $0.10 per cu. yd. The sidecast material was spread on the grade with a RD-6 cat and dozer. Roadbed excavation was moved by RD 8 cat and tandem 12 cu. yd. LeTourneau scrapers and compacted with an RD 6 cat and dozer. A pull blade was used to finish the ditch line and low shoulders. From September 19th to October 18th, borrow material was taken from a pit at the north end of the job, trucks being loaded by 1 cu. yd. shovel and by cat and dozer through a trap built in the pit.

18" Concrete pipe was purchased in Klamath Falls, all other pipe being purchased and shipped from Portland.

Talus borrow and topping operations were shut down September 13th, 1938 by the contractor on the grounds that there was not enough material at the specified site to pay him to operate until an agreement was reached for handling solid rock encountered there. 28,587 Cubic yards of talus material was taken from the site of a future alignment, adjacent to the present roadbed and 0.3 mile from the south end of the grading section of this project. The material was selected as it was excavated for borrow or for topping and dumped on the grade accordingly. The fact that this talus material lay in a shallow deposit on a formation of solid rock and difficulties presented by heavy traffic increased the cost of this item. In October 1938 the contractor signed a price agreement for removal of rock from the talus pit at $0.65 per cu. yd. and resumed operations there on November 1st, having obtained a compressor and jackhammer with which to drill the solid material. All the material was loaded from this pit with a 1 cu. yd. gas shovel and hauled to the grade in 1½ ton trucks. Talus material, consisting of 28,587 cu. yds., was loaded in 614½ hours of shovel time at the rate of 47 cu. yds. per hour, and the solid rock covered by the price agreement, consisting of 14,160 cu. yds., was loaded after drilling and shooting, in 323½ hours shovel time at the rate of 43 cu. yds. per hour.

During the fall of 1938 a considerable portion of the excavation material was dry and dusty, and a price agreement was made for sprinkling to aid compaction and to stop the loss of material by wind action.

Remarks - Continued.

There has been much delay on this job due to settlement of problems presented by private utilities crossing the right of way, to unfavorable weather and to inexperience of the contractor. Some of the losses incurred through hauling items, finishing roadbed and slopes and talus excavation were recovered by reason of a low price to the contractor on pipe and to an overrun in quantity and a high bid on rock excavation in the talus pit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
P.H.B. & J.O.E.
FOR FILING
FA 83-A-4

Lobert-Modoc Point
The Dalles-California Hwy. in Klamath Co.
Contract 2062 Prefix 18-1104
Coos Bay Dredging Co., Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,152.37	70%			$1,225.00
Trench Excavation	222.80	280 cu. yd.	0.795	0.90	252.00
Single Excavation	5,425.36	29,250 " "	0.185	0.185	5,411.25
Overhaul	287.00	14,350 yd. sta.	0.020	0.01	143.50
Truck Haul	111.60	930 yd. mi.	0.120	0.09	83.70
18" Concrete Pipe	120.00	75 lin. ft.	1.60	2.05	153.75
36" Corr. Iron Pipe	1,385.49	308 " "	4.50	5.95	1,832.60
48" " " "	442.02	70 " "	6.31	7.90	553.00
	$9,146.64				$9,654.80

Gross Revenue	$9,654.80
Total Cost	9,146.64
Net Profit	$508.16

Net Profit Equals 5.26% of Gross Revenue

Contract 2062

Details of Cost

Labor:				
Supervision			$865.00	
Labor			2,392.00	
State Industrial Accident Comm.	5% of P/R		162.85	
Unemployment Comp.	3% of P/R		97.71	
Old Age Benefit	1% of P/R		32.57	
				$3,550.13
Materials:				
18" Concrete Pipe	75 lin. ft. at 1.25		$93.75	
36" Corr. Iron Pipe	308 " " " 3.48		1,070.84	
36" " " "	Bands 21 at 3.25		68.25	
48" " " "	70 lin. ft. at 4.72		330.40	
48" " " " "	4 at 4.28		17.12	
				$1,580.36
Miscellaneous:				
Equipment Rental			$2,368.00	
Gas, Oil & Grease			604.55	
Move In 26% of 1,175.00			305.50	
Explosives			100.00	
Miscellaneous, Small Tools & Overhead			445.00	
Home Office Expense	1% of Revenue		96.55	
Bond	1% of Revenue		96.55	
				$4,016.15
		Total Cost		$9,146.64

Contract 2062

REMARKS:

This is a Regular Federal Aid project and consists of construction of 5.03 miles of highway roadbed, 2.58 miles of talus rock roadbed topping, and other incidental work. The contract was bid and awarded on April 28th, 1950; work was started May 9th, and to date is 26% completed.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. This work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and the trees still to be cut and to dispose of them for the wood.

Single excavation has consisted of 7,450 cu. yd. of canal change and 21,800 cu. yd. of roadbed excavation. Canal change was dug and sidecast with a 3/8 cu. yd. unit shovel, the material being spread on the grade with a cat and dozer. Roadbed excavation was moved by RD-8 cat and tandem 12 cu. yd. LeTourneau scrapers and compacted with an RD-6 cat and dozer. A pull blade was also used to finish the ditch line and low shoulder.

18" concrete pipe was purchased in Klamath Falls. Corrugated iron pipe 36" and 43" was purchased and shipped from Portland.

Work, so far, has been done with a small crew and cost of supervision has been nominal. 75% of excavation has been material well adapted to cat and scraper operation. Low prices on pipe have contributed to the profit earned to date.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Form 850—EM—7-38

7u 83-d-4

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section: Lobart - Modoc Point

Highway: The Dalles - California

Contractor: Coos Bay Dredging Co

Date of contract: April 28 1938, 193...

Date work started: May 9 1938, 193...

Amount of contract . . . . . $ 41420.80

Estimated cost of completed project, exclusive of engineering . . . . . $ 33492.65

Per cent of contract completed, based on total contract price . . . . . 99½ %

Engineering cost to date, $ 7050.00, ... %

For Week Ending: May 13 1939, 193...

Kind of work: Grading & Topping

Section prefix: 18 - 1104

Contract number: 2062

Date of completion: November 30 1938, 193...

Estimated date of completion: May 20 1939, 193...

Per cent of time elapsed: 176 %

Date project was completed: ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Cleaning up debris has been carried on all week and it is expected to be completed by the end of next week, but in the meantime, on advice of Division Engineer, it has been decided to forward the final notes and data for final check.

NOTED
RAY WEBBER

NOTED
H. W. LISER

NOTED
VAN SCOY

Signed ...

Address ... Bro. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING TOPPING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.04	.60			
Miles partially completed					
Miles completed	5.04	2.60			
Total estimated quantities	85350	42750			
Estimated quantities moved or placed to date	85350	42750			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 28 1939
FOR FILING

FA 83-4

April 28, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Lebart-Modoc Point Section, Project No. FA 83 (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
APR 25 1939
FOR FILING

RECEIVED
APR 24 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for Oregon FAP 83 (4), Lobert-Modoc Point Section of The Dalles-California Highway, for signature and return to this office. Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

As the increased Federal Aid is to be from the 1938 apportionment, execution by the Secretary is necessary by June 30, 1939, in order to prevent a lapse of funds.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

APR 14 1939
OREGON
STATE HIGHWAY COMMISSION

7APF3(4)

April 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to estimate submitted with your letter of April 4, 1939, as basis of modification for the project agreement for Oregon F.A.P. 83 (4), Lobert-Modoc Point section of The Dalles-California Highway. The original project was financed with 1937 Federal Aid. Since such is no longer available, we charged the increase of $2,870 Federal Aid requested against the 1938 apportionment, the oldest available, and showed mileage thus financed as 0.351 on the estimate.

Before forwarding with recommendation for approval, we also corrected an error in unit price of the item "Hauling Talus Borrow and Topping" and showed the number of the project as 83 (4) in accordance with the present agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-84 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

April 6th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Re: Meredith Price Agreement of the Coos Bay Dredging Company on the Modoc Point-Lobert Section of the Dalles-California Highway, Contract #2062.

This is to replace an irrigation siphon that was in the ground under the right of way before construction started. In the excavation work we came across this pipe and found it was a very thin metal and during the winter the trucks, cats, etc., operating over it collapsed part of the pipe.

This siphon is partly to take care of flood waters in the ditches. These ditches in the summer are irrigation ditches so that it is necessary that this pipe be replaced by standard corrugated iron pipe underneath the roadbed.

As Mr. McCleod is very nearly completed with this project, I would request a very early authorization by wire for this work.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

Encl.

RECEIVED
APR 10 1939

71-83-A-2

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lobert-Modoc Point Section, Project No. VA 83-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 83-A(4)

LOSTET-MODOC POINT SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

ENGINEER'S ESTIMATE

Roadway (Sta. 970+50 to Sta. 1256+30) (Contract No. 2062)

All Required		Clearing and Grubbing		$ 1,750.00
350	cu. yds.	Trench Excavation	$ 0.90	315.00
80,000	cu. yds.	Excavation, Single Classif.	0.185	14,800.00
33,000	yd. sta.	Overhaul	0.01	330.00
20,000	yd. mi.	Truck Haul	0.09	1,800.00
5.04	miles	Finishing Roadbed and Slopes	1.25	6.30
1,500	lin. ft.	Rounding Curbsnks	0.10	150.00
1,070	lin. ft.	18" Concrete Pipe	2.05	2,193.50
300	lin. ft.	24" Concrete Pipe	3.05	915.00
140	lin. ft.	36" Corr. Iron Pipe	5.95	833.00
70	lin. ft.	48" Corr. Iron Pipe	7.90	553.00
*35,000	cu. yds.	Talus Borrow and Topping	0.235	8,225.00
90,000	yd. mi.	Hauling Talus Borrow and Topping	0.100	7,200.00
10,000	cu. yds.	Solid Rock Topping and Borrow (P. A. #2)	0.65	6,500.00
			Subtotal	$ 45,570
			10% Engr. & Cont.	4,557
			Total	$ 50,127

* Note: Contract item reduced 10,000 cu. yds. to conform with provisions of Price Agreement No. 1

Bridge (Sta. 1265+50 to 1269+00) (Contract No. 2075)

750	cu. yds.	Excavation	$ 3.50	$ 2,625.00
60	cu. yds.	Excavation Below Plans	3.50	210.00
780	cu. yds.	Class "D" Concrete	25.00	19,500.00
147,000	lbs.	Metal Reinforcement	0.045	6,615.00
710	lin. ft.	Concrete Handrail	4.00	2,840.00
			Subtotal	$ 31,790
			10% Engr. & Cont.	3,179
			Total	$ 34,969

Length of Roadway	5.034 miles
Length of Bridge	.064 mile
Total Length	5.098 miles
Cost per mile, Roadway	$ 9,957

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 50,127	$ 30,778	$ 19,349
Bridge	34,969	21,332	13,637
	$ 85,096	$ 51,910	$ 33,186

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

RECEIVED
FEB 8 - 1939
STATE HIGHWAY COMMISSION
PORT OFFICE BUILDING
PORTLAND, OREG.

February 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed project agreement estimate for Oregon Federal Aid Project No. 83 (5), Crooked Creek-Lobert section of The Dalles-California Highway, submitted with your letter of December 27, 1938.

We can take no action on this estimate until you send us copies of customary right of way clearances from the Interior Department for the Indian lands involved.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

P—104

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

RECEIVED
FEB 9 - 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREG.

February 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 5, 1938, submitting Price Agreement No. 2 covering work to be performed on Oregon F.A.P. 83-A (4), Modoc Point-Lobert section, and to our telegram of October 8, 1938, advising that the increased cost had been approved.

Before a modification of the agreement can be made, the submission of a revised project agreement estimate will be necessary.

Very truly yours,

W. H. LYNCH
District Engineer

P—104

RECEIVED
JAN 23 1939
FOR FILING

RECEIVED
JAN 17
STATE HIGHWAY COMMISSION

2062
Fkw. Cr

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

January 16, 1939

Oregon State Highway Commission
Salem, Oregon

Re: 58774-12-367-38 - Coos Bay Dredging Company

Gentlemen:

The above captioned bond covers contract for 5.03 miles of grading on The Dalles-California Highway in Klamath County, Lobert-Modoc Point Section, Contract No. 2062.

An extension of time has been granted until March 15, 1939 in connection with the above contract, because of the uncertainty of the weather conditions. We would like to know if the work is now progressing and the percentage of work done; therefore, if you will kindly complete the attached form, we would appreciate it very much.

Thanking you in advance, we are

Yours very truly,

Raymond C. Weis
Surety Superintendent

JJ
Encl.

Jan 10 —
E - $42,051.35
R - $ 3,106.56
U - $38,944.79

P—104

FORM S-A-1 1938 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

December 13th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

I am in receipt of your letter requesting an extension of time for 30 days on the Coos Bay Dredging Co.'s Contract No. 2062.

I hesitate to send this request for extension in inasmuch as there is very little probability they will complete in the time requested. I would, therefore, recommend that you advise the contractors to submit a request for extension of time, accompanied by the consent of their surety, for sufficient time in which to complete the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-B-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

#2062
Contract

RECEIVED
DEC 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

83-(1-4

December 9th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Herewith a request from The Coos Bay Dredging Company for an extension of thirty days on their Contract #2062. Attached is a letter from their bonding Company authorizing this extension.

I recommend the usual engineering charge for this extra time.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

F. A. P. 83-A

Original date of completion was Nov. 30, 1938 -

This extension will make the completion date Dec. 30, 1938

Encls.

File
To be superseded by new applications.

COOS BAY DREDGING CO.

DREDGING - TOWING - PILE DRIVING

JACK McLEOD, PRESIDENT

MARSHFIELD, OREGON

November 25, 1938

Oregon State Highway Commission
Bend, Oregon

Attention: Mr. W. Chandler

Dear Mr. Chandler:

In answer to your letter of November 18th, we are unable to state a definite date for completion, but believe the work can be finished in from 25 to 30 days if the good weather continues. If the weather becomes too severe to work in, we shall be compelled to shutt down operations and discontinue work until early spring or until the weather permits us to finish the work.

We want to assure you that we are just as ansious to get the work completed as you are, and therefor will do everything in our power to finish it as soon as it is humanly possible to do so.

We are also writing to the Bonding Company asking them to write you in regard to an extension of time.

Yours very truly,

COOS BAY DREDGING COMPANY

BY Jack McLeod
President

JM:dm

...NTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

December 3, 1938

Mr. Wm. E. Chandler, Division Engineer
Oregon State Highway Commission
Bend, Oregon

Re: Contract No. 2062
Coos Bay Dredging Co.

Dear Sir:

We are advised that the Coos Bay Dredging Co., the contractors in connection with Contract No. 2062 - Modoc Point-Lobert Grading Project, have made application to you for a time extension of thirty days within which to complete the work.

We hereby give our consent to the granting of the extension of time applied for.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By Raymond C. Wein
Attorney-in-Fact

RCW:LK

cc: Coos Bay Dredging Co.
Marshfield, Oregon

RECEIVED

R.H. Baldock

RECEIVED
DEC 8 1938
FOR FILING

NOTED
C.A. McCulloch

E3-1-4

Cost Analysis to November 10, 1938
Lobert-Modoc Point
The Dalles-California Highway in Klamath Co.
Contract 2062 Prefix 18-1104
Coos Bay Dredging Co., Contractors J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,394.46	90%		$1,750.00	$1,575.00
Trench Excavation	488.49	671 cu. yd.	0.728	0.90	603.90
Single Excavation	15,804.21	81,710 " "	0.193	0.185	15,116.35
Overhaul	595.00	29,750 yd. sta.	0.02	0.01	297.50
Truck Haul	2,364.00	19,700 yd. mi.	0.12	0.09	1,773.00
Finishing Roadbed & Slopes	441.50	2 mile	220.75	1.25	2.50
18" Concrete Pipe	1,339.50	723 lin. ft.	1.85	2.05	1,482.15
24" " "	486.78	183 " "	2.66	3.05	558.15
36" Corr. Iron Pipe	1,747.47	396 " "	4.41	5.95	2,356.20
48" " " "	445.94	70 " "	6.37	7.90	553.00
Talus Borrow & Topping	4,190.02	13,500 cu. yd.	0.31	0.235	3,172.50
Hauling Talus Borrow & Topping	3,097.04	20,250 yd. mi.	0.153	0.08	1,620.00
PA #1 Sprinkling	1,099.28	728 M-Gal.	1.51	1.50	1,092.00
E.W.O. #1 Reconstruct Private Utilities	1,671.15				1,787.53
E.W.O. #2 Move Private Power Lines	137.70				147.29
	$35,302.54				$32,137.07

Total Cost	$35,302.54
Gross Revenue	32,137.07
Net Loss	$3,165.47

Net Loss Equals 9.8% of Gross Revenue

Contract 2062

Details of Cost

Labor:

Supervision		$2,267.62	
Labor		10,293.39	
State Industrial Accident	5% of P/R	628.05	
Unemployment Compensation	3% of P/R	376.83	
Old Age Benefit	1% of P/R	125.61	
			$13,691.50

Materials:

18" Concrete Pipe	723	lin. ft. at	1.65	$1,192.95	
24" " "	183	" " "	2.20	402.60	
36" C.I.P.	396	" " "	3.48	1,378.08	
36" " Bands	27		" 3.25	87.75	
48" " Bands	4		" 4.28	17.12	
48" "	70	" " "	4.72	330.40	
					$3,408.90

Miscellaneous:

Equipment Rental		$11,270.71	
Gas, Oil & Grease		3,610.25	
Move In 70% of $1,220.00		854.00	
Explosives (Clearing)		107.16	
Small Tools & Overhead Expense		1,285.00	
Home Office Expense	1% of Revenue	321.37	
Bond	1% of Revenue	321.37	
Materials Used on E.W.P. #1 & #2		987.02	
Less - Cost of Work not included on estimate		- 554.74	
			$18,202.14

Total Cost $35,302.54

Contract 2062

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 5.03 miles of highway roadbed, 2.58 miles of talus rock roadbed topping and other incidental work. The contract was bid and awarded April 28th, 1938; work was started May 9th, and to date is 70% completed.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. The work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and the trees then to be cut and to dispose of them for the wood.

Single excavation has consisted of 7,450 cubic yards of channel change and 74,260 cubic yards of roadbed excavation. Canal change was dug and sidecast with a 3/8 cu. yd. unit shovel at a cost of $0.10 per cubic yard. The sidecast material was spread on the grade with an RD-6 cat and dozer. Roadbed excavation was moved by RD-8 cat and tandem 12 cu. yd. LeTourneau scrapers and compacted with an RD-6 cat and dozer. A pull blade was used to finish the ditch line and low shoulders. From September 19th to October 18th, borrow material was taken from a pit at the north end of the job. Trucks were loaded by shovel and by cat and dozer through a trap built in the pit.

18" concrete pipe was purchased in Klamath Falls. 24" concrete pipe and 36" and 48" corrugated iron pipe were purchased and shipped from Portland.

Talus borrow and topping operations were shut down September 13th by the contractor on the grounds that there was not enough material at the specified site to pay him to operate until some agreement was reached for handling rock encountered there. To date 13,500 cubic yards of talus material has been taken from the site of a future alignment, adjacent to the present roadbed and 0.8 mile from the south end of the grading section of this project. The material was selected as it was excavated for borrow or for topping and dumped on the grade accordingly. The talus was excavated with a 1 cu. yd. gas shovel and hauled in 5 hired 1½ ton trucks. The shovel handled 13,500 cubic yards in 337½ hours at an average of 40 cu. yd. per hour. The fact that this talus material lays in a shallow deposit on a formation of solid rock and difficulties presented by heavy traffic, have served to increase the cost of this item. An agreement has now been reached to pay for removal of rock in the talus pit at $0.65 per cu. yd. and the contractor resumed operations at the talus pit on November 1st, having obtained a compressor and jackhammer with which to drill the solid material.

As a considerable portion of the excavation material was dry and dusty, a price agreement was made for sprinkling to aid compaction and to stop the loss of material by wind action.

Some finishing work and approximately 30,000 cubic yards of talus material remain to be done to complete this job, and winter weather will hamper operations. The loss to date has been caused to a large extent by delays and decreased production due to unfavorable weather. The results of the recently agreed price for rock in the talus pit will have a considerable effect on the final figures on this job although it is apparent that the contractor will suffer a loss upon completion. If they continue to operate only one shift a day, they will not be able to finish before the middle of January.

E. H. Clymer, Cost Analyst By . . M. G. Smith

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAMYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 13th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Bureau of Public Roads has approved the increase in authorization of $4,150 on the Modoc Point-Lobert Section. This is to be applied in excavating 10,000 cu. yds. of solid rock topping and borrow at $0.65 per cu. yd.

Will you kindly fill in the attached price agreement number and secure the signature of the contractor if you see nothing wrong with the manner of making out the price agreement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-24 2500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

October 12th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Sometime ago we sent you a sketch of the over head steam pipe line at Modoc Point for Mr. Lamm's Lumber Company. Will you please send three (3) prints of this tracing to Mr. J. B. Weaver? These are for the use of Mr. Lamm.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WECtf

cc-Mr. R. H. Baldock

R. H. Baldock

3-A-4

Cost Analysis to October 10, 1938
Lobert-Modoc Point
The Dalles-California Highway in Klamath County
Contract 2062 Prefix 18-1104
Coos Bay Dredging Co., Contractors J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,377.12	90%		$1,750.00	$1,575.00
Trench Excavation	474.66	652 cu. yd.	0.728	0.90	586.80
Single "	13,155.59	74,150 cu. yd.	0.177	0.185	13,717.75
Overhaul	595.00	29,750 yd. sta.	0.02	0.01	297.50
Truck Haul	2,079.60	17,330 yd. mi.	0.12	0.09	1,559.70
18" Concrete Pipe	1,096.17	591 lin. ft.	1.855	2.05	1,211.55
24" " " "	488.61	183 lin. ft.	2.67	3.05	558.15
36" Corr. Iron Pipe	1,750.37	396 lin. ft.	4.42	5.95	2,356.20
48" " " "	446.95	70 lin. ft.	6.385	7.90	553.00
Talus Borrow & Topping	3,252.11	11,600 cu. yd.	0.28	0.235	2,726.00
Hauling Tallus Borrow and Topping	2,335.16	17,400 yd. mi.	0.134	0.08	1,392.00
PA #1 Sprinkling	570.00	375 M-Gal.	1.52	1.50	562.50
EWO #1 Reconstruct Private Utilities	1,678.96				1,787.53
EWO #2 Move Private Power Line	138.34				147.29
	$29,438.64				$29,030.97

Total Cost	$29,438.64
Gross Revenue	29,030.97
Net Loss	$407.67

Net Loss Equals 1.4% of the Gross Revenue

Contract 2062

Details of Cost

Labor:

Supervision		$1,835.12	
Labor		8,290.82	
State Industrial Accident	5% of P/R	506.30	
Unemployment Compensation	3% of P/R	303.78	
Old Age Benefit	1% of P/R	101.26	
			$11,037.28

Materials:

18" Concrete Pipe	591 lin. ft. at 1.65	$975.15	
24" " "	183 " " " 2.20	402.60	
36" C.I.P.	396 " " " 3.48	1,378.08	
36" " Bands	27 at 3.25	87.75	
48" C.I.P.	70 lin. ft. at 4.72	330.40	
48" " "	4 at 4.28	17.12	
			3,191.10

Miscellaneous:

Equipment Rental		$8,930.21	
Gas, Oil and Grease		2,721.00	
Move In 71% of $1,175.00		834.25	
Explosives (Clearing)		107.16	
Small Tools & Overhead Expense		1,050.00	
Home Office Expense	1% of Revenue	290.31	
Bond	1% " "	290.31	
Materials Used on E.W.O. #1 and #2		987.02	
			15,210.26
	Total Cost		$29,438.64

Contract 2062

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 5.03 miles of highway roadbed, 2.58 miles of talus rock roadbed topping and other incidental work. The contract was bid and awarded April 28th, 1938; work was started May 9th, and to date is 71% completed.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. The work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and the trees then to be cut and to dispose of them for the wood.

Single excavation has consisted of 7,450 cubic yards of channel change and 66,700 cubic yards of roadbed excavation. Canal change was dug and sidecast with a 3/8 cu. yd. shovel at a cost of $0.10 per cubic yard. The sidecast material was spread on the grade with an RD-6 cat and dozer. Roadbed excavation was moved by RD-8 cat and tandem 12 cu. yd. LeTourneau scrapers, and compacted with an RD-6 cat and dozer. A pull blade was used to finish the ditch line and low shoulders. Since September 19th, borrow material has been taken from a pit at the north end of the job. Trucks were loaded by shovel and by cat and dozer through a trap built in the pit.

18" concrete pipe was purchased in Klamath Falls; 24" concrete pipe and 36" and 48" corrugated iron pipe were purchased and shipped from Portland.

Talus borrow and topping operations were shut down September 13th, by the contractor on the grounds that there was not enough material in the specified site to pay him to operate until some agreement was reached for handling rock encountered there. To date 11,600 cubic yards of talus material has been taken from the site of a future alignment, adjacent to the present roadbed and 0.8 mile from the south end of the grading section of this project. The material was selected as it was excavated for borrow or for topping and dumped on the grade accordingly. The talus was excavated with a 1 cu. yd. gas shovel and hauled in 5 hired 1½ ton trucks. The shovel handled 11,600 cubic yards in 261½ hours, at an average of 44 cubic yards per hour. The fact that this talus material lays in a shallow deposit on a formation of solid rock and difficulties presented by heavy traffic have served to increase the cost of this item. An agreement has been made to pay for the removal of rock in the talus pit at $0.65 per cubic yard, and the contractor planned to resume operations at the talus pit as soon as he could obtain a compressor.

As a considerable portion of the excavation material was dry and dusty, a price agreement was made for sprinkling to aid compaction and to stop the loss of material by wind action.

Considerable work still remains to be done to finish this job, and rainy weather which may be expected at any time will hamper operations. Whether a profit or loss is made on this job now depends in a large measure on the results of the newly agreed price for rock in the talus pit. However, it seems likely that the job will show a loss to the contractor when completed.

E. H. Clymer
Cost Analyst

By . . M. C. Smith

RECEIVED
OCT 13 1938
FOR FILING

CONFIRMATION

of Public Roads

8010-80 Oregon

OREGON STATE HIGHWAY COMMISSION
SALEM

DAY LETTER

Portland, Oregon
October 8, 1938

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon

REQUEST SEPTEMBER 26 OREGON FAP 83-A (4) CONTRACT 2062 MODOC POINT LOBERT. INCREASED COST OF APPROXIMATELY 1,350 DOLLARS APPROVED BY CHIEF OF BUREAU

Lynch

Fair govt. rate

REFERRED TO
By Auto Highway Engineer

FORM S-A-1 10M 8-38

RECEIVED
SEP 26 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 28th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

In the matter of the talus topping on the Modoc Point-Lebert Section of The Dalles-California Highway.

I have submitted a request for a modified project agreement to the Bureau of Public Roads for about 10,000 yards of rock topping at $0.65. This project will have to be approved in Washington, D. C., and it may take thirty days before a reply is received.

The State Highway Department is willing to make this concession if approved by the Bureau of Public Roads; otherwise the contractor will be expected to secure the topping as provided in his contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

N. C. Smith
Construction Engineer

HCS:AH

cc to: R. H. Baldock

RECEIVED
SEP 29 1938
FOR FILING

September 28th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

The Commission is requesting permission to modify the project agreement on the Modoc Point-Lobert Section of The Dalles-California Highway, Contract No. 2062, F.A.P. 83-A, to provide for the inclusion of an item for—

Rock Borrow and Topping 10,000 yds. at $0.65 $6,500

This will be effected by a price agreement with the contractor.

The specifications for talus rock state:

"Materials:

The talus rock to be furnished and placed under this specification shall be durable and otherwise suitable talus rock obtained from a talus rock bank adjacent to the existing highway between Stations 924 and 933 (about 0.8 mile south of the south end of the project).

Excavations to be Made to Lines and Grades:

The excavating of the talus rock shall be done to the lines, grades and slopes staked by the engineer and shall be finished accurately to those lines, grades and slopes, the same as is regularly required in connection with roadbed excavation, it being understood that the excavation is to be, in fact, a roadbed excavation which will be occupied by the highway at some future time.

The provisions of the above paragraph shall not be construed as requiring the contractor to carry the excavations into solid rock or other materials more difficult to excavate than talus rock. Solid rock encountered within the limits of excavation staked by the engineer shall be left unexcavated."

Special attention is called to the line which states "solid rock encountered within the limits of excavation staked by the engineer shall be left unexcavated".

It had been the original intention of the Department to require the entire cut to be excavated for topping and specify that the pit run talus should be excavated and classified in the same manner as the grading work and allow an item of 10,000 yards of rock in the estimate to cover this. However, during the progress of writing up the job it was felt that it was uneconomical to ask the contractors to bid on an indefinite amount of rock excavation with the talus, particularly since adequate test drifts could not be made at the roadbed bank on account of the proximity to travel. Therefore, the contractor was not required to excavate any rock on the supposition that he could remove the talus overburden.

The talus bank in question is a very high sidehill cut along the traveled roadbed, and since it has been opened up by the contractor it is found that rock ribs extend in such a way throughout the cut that it will be impractical to get sufficient yardage without removing these ribs, and it will be dangerous to strip the talus overburden from the rock unless there is sufficient berm to allow for the operation of the shovel and form a landing place for the talus outside the traveled roadway.

I am, therefore, recommending that the contract be modified as suggested above.

Very truly yours,

R State Highway Engineer

FORM 0-21 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 28
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

September 27th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I am advised by Mr. Weaver, resident engineer at Klamath Falls that the Coos Bay Dredging Company on the Lobert-Modoc Point section has not again started removing the talus south of Modoc Point on to the highway.

This part of the work is at a standstill.

My understanding is that they are waiting for instructions from you before doing any more work on this part of the contract.

Will you please advise if this is the correct status of this project at the present time?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc Mr. R. H. Baldock ✓

RECEIVED
SEP 16 1938
FOR FILING

83-64-4

#2062
7 Ka C

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

2070

September 14, 1938

Oregon State Highway Commission
Salem, Oregon

Re: 58774-12-367-38 - Coos Bay Dredging Company

Gentlemen:

The above captioned bond covers contract for 5.03 mile grading on The Dalles-California Highway in Klamath County, Lobert-Modoc Point Section, Contract No. 2062.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us in order that we may ascertain the present status of this contract.

A stamped self-addressed envelope is enclosed for your convenience in replying.

Yours very truly,

Raymond C. Weiss
Surety Superintendent

JJ
Encl.

aug 10 -
E. #14,337.90
R. - 2,150.69
PB - #12,187.21

FORM S-A-1 10M 8-38

RECEIVED
SEP 13 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 12th, 1938

IN REPLY PLEASE REFER TO FILE NO.

83-C

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I had the bridge department check over your suggestion for the overhead steam line for the Laun Lumber Company on the Modoc Point-Lobert Section of the Dalles-California Highway and am sending you a print containing their recommendations. This overhead line may be built if and when the right of way department has settled all right of way matters with the lumber company.

Until these matters are settled, the heating system may be connected in a temporary manner underneath the highway grade as originally contemplated.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
...te Highway Engineer

R.H. Baldock

F-A 83-A-4

Cost Analysis to September 10, 1938
Lobert-Modoc Point
The Dalles-California Highway in Klamath County
Contract 2062 Prefix 18-1104
Coos Bay Dredging Co., Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,102.37	90%			$1,575.00
Trench Excavation	355.20	488 cu. yd.	0.728	0.90	439.20
Single Class Excavation	9,792.45	52,550 " "	0.186	0.185	9,721.75
Overhaul	505.00	25,250 yd. sta.	0.02	0.01	252.50
Truck Haul	867.60	7,230 yd. mi.	0.12	0.09	650.70
18" Concrete Pipe	321.60	201 lin. ft.	1.60	2.05	412.05
36" Corr. Iron Pipe	1,732.00	396 " "	4.50	5.95	2,356.20
48" " " "	442.02	70 " "	6.31	7.90	553.00
Talus Borrow & Topping	2,532.14	9,000 cu. yd.	0.281	0.235	2,115.00
Hauling Talus Borrow & Topping	331.12	9,000 yd. mi.	0.098	0.08	720.00
PA #1 Sprinkling	208.35	139 M-Gal.	1.50	1.50	208.50
	$18,879.55				$19,003.90

Gross Revenue	$19,003.90
Total Cost	18,879.55
Net Profit	$124.35

Net Profit Equals 0.65% of Gross Revenue

Contract 2062

Details of Cost

Labor:

Supervision		$1,557.00	
Labor		6,091.90	
State Industrial Accident	5% of P/R	332.45	
Unemployment Compensation	3% of P/R	229.47	
Old Age Benefit	1% of P/R	76.49	
			$8,337.31

Materials:

18" Concrete Pipe	201 lin. ft.	at	1.25	$251.25
36" C.I.P.	396 "	"	" 3.48	1,378.08
36" " Bands	27		" 3.25	87.75
48" "	70 lin. ft.		" 4.72	330.40
48" " "	4		" 4.28	17.12
				2,064.60

Miscellaneous:

Equipment Rental	$5,440.56	
Hired Trucks (Including gas)	150.75	
Move In 45% of $1,175.00	528.75	
Explosives	107.16	
Misc. Small Tools & Overhead	850.00	
Home Office Expense	199.04	
Bond 1% of Revenue	199.04	
Less Labor on Force Account - Not in Estimate	- 415.98	
		8,477.64

Total Cost $18,879.55

Contract 2062

REMARKS:

This is a regular Federal Aid project and consists of construction of 5.03 miles of highway roadbed, 2.53 miles of talus rock roadbed topping and other incidental work. The contract was bid and awarded April 23, 1938; work was started May 9th, and to date is 45% completed.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. The work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and the trees still to be cut and to dispose of them for the wood.

Single excavation has consisted of 7,450 cubic yards of channel change and 45,100 cubic yards of roadbed excavation. Canal change was dug and sidecast with an 3/8 cu. yd. unit shovel at a cost of $0.10 per cubic yard. The sidecast material was spread on the grade with an RD-6 cat and dozer. Roadbed excavation was moved by RD-8 cat and tandem 12 cu. yd. LeTourneau scrapers and compacted with an RD-6 cat and dozer. A pull blade was also used to finish the ditch line and low shoulders.

18" concrete pipe was purchased in Klamath Falls. Corrugated iron pipe, 36" and 48", was purchased and shipped from Portland.

9,000 cubic yards of talus material was taken from the site of a future realignment, adjacent to the present roadbed and 0.3 mile from the south end of the grading section of this project. The material was selected as it was excavated for borrow or for topping and dumped on the grade accordingly. The talus was excavated with a 1 cu. yd. gas shovel and hauled in 5 hired 1½ ton trucks. The shovel handled 9,000 cubic yards in 244 hours at an average of 37 cu. yds. per hour. The facts that this talus material lays in a shallow deposit on a formation of solid rock and difficulties presented by heavy traffic, have served to increase the cost of this item.

As a considerable portion of the excavation material was dry and dusty, a price agreement was made for sprinkling to aid compaction and to stop the loss of material by wind action.

A great deal of work still remains to be done to finish this job, and the handling of talus material is proving to be more difficult than the contractor had anticipated. Rainy weather which may be expected at any time will hamper his operations. While the job at the present time shows a very small profit, it is evident that the job will show a loss to the contractor when completed.

F. H. Clymer
Cost Analyst

By . . M. C. Smith

FORM 1-6-1 2000 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLANTZER, SECRETARY

RECEIVED
AUG 29 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

August 25th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover, I am sending you two maps of Modoc Point, one 100' = 1" giving both plan and profile, and another 20' = 1" showing larger detail. These maps were requested by Mr. Devers on his last trip to Klamath Falls.

I am submitting this general plan of the overhead construction for the steam line at the urgent request of Mr. Lamm of the Lamm Lumber Company. He has stated that he intends to build all the overhead steam system himself outside of the State Highway right of way, including the overhead crossing of the Southern Pacific Railway. He has a letter from the Southern Pacific Railway Company giving him permission for the type of construction as shown on the enclosed map from their main line. Following is an approximate estimate of the cost of the two plans of construction on State Highway right of way:

Overhead	$350.00
Underground	250.00

The underground construction calls for 6" sewer pipe with a 1½" steam pipe covered by the installation inside of the sewer pipe.

The overhead construction is for the 1½" steam pipe covered by the installation then enclosed in a 30 gauge metal covering. The cable to which the pipe is suspended is 3/4".

Mr. Lamm has stated to me that the main point of difference between himself and the Highway Department is due to the handling of this steam pipe. He states that he has found it very much more satisfactory to have steam pipes carried overhead than underground, and that if permission is granted to use an overhead type of construction the other matters can be arranged satisfactorily.

At the present time we have removed the old pipe lines from across the right of way and have proceeded with the construction. Connections have been made for his drinking water; his sewer connections and irrigation water.

RECEIVED
AUG 29 1938
FOR FILING

RECEIVED
AUG 29 1938
STATE HIGHWAY COMMISSION

Mr. H. G. Smith #2 8-25-38

Upon permission from Mr. Lamm, regardless of what the Highway Department does with this steam line, whether it goes underground or overhead from the right of way line to Mr. Lamm's residence, Mr. Lamm is building an overhead type of construction and whichever way you decide will be connected up with this overhead construction outside of the right of way. It will soon become cold weather and if you can get the matter settled within a short time, we will not have to connect up the steam pipe. As soon as Mr. Lamm needs steam for the heating of his residence it will be necessary for us to connect up the steam line through the culvert and along the right of way to the underground connection with the old pipe line.

I might add that when we took up the old steam line from under the ground the insulation was found to be in very poor condition, being badly disintegrated which, of course, caused a waste of heat. This is one reason advanced by Mr. Lamm for the overhead construction.

I have gone into this matter in detail and am resubmitting it to you at Mr. Lamm's very urgent request.

NOTED
State Highway Engineer

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock
Mr. J. M. Devers

P. S. Please return two (2) copies of blue prints.

RECEIVED
JAN 23 1939
FOR FILING

-4

August 23, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Please refer to your letter of August 22nd, concerning Price Agreement No. 1, in connection with Oregon Federal Aid Project No. 83-A, the Lobert-Modoc Point Section of The Dalles-California Highway.

In making your ruling on this order, we believe that you have overlooked the fact that Section 13, like many other sections of the standard specifications, is not an effective part of the Lobert-Modoc Point contract, no sprinkling having been called for by the plans, specifications or special provisions. It may be that the section is a little weak in not specifically stating the conditions under which it is or is not to apply, but it is so generally understood that only those item specifications which are mentioned in the special provisions, or indicated in the plans or bid items, are to apply, that there can be no enforcement of any item specification for which no such mention or indication is made. We think that you will agree with us that, under the Lobert-Modoc Point contract, as drawn, we would be exceeding our authority very greatly if we attempted to force the contractor to wet down the embankments without extra compensation.

If payment for the item is collectible from the State by the contractor under the terms of a contract which has had the approval of the Bureau, we see no grounds on which the item can be declared ineligible for federal participation.

Under the circumstances, will you not reconsider your action.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

August 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Price Agreement No. 1 covering water used for compaction of embankments and subgrades on Oregon Federal Aid Project No. 83-A, the Lobert-Modoc Point section of The Dalles-California Highway.

The price agreement refers to Section 13 of the General Provisions. Section 13 of the Standard Specifications provides that "unless otherwise provided in the special provisions * * * , payment for sprinkling work shall be understood to be included in the prices bid for the work with which it is to be performed."

Under the specifications pertaining to this project, the item of sprinkling is not considered eligible for Federal participation.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
R.H. Baldock

FA 83-A-4

Cost Analysis to Aug. 15th, 1938
Lobert-Modoc Point
The Dalles-California Hwy. in Klamath County
Contract 2062 Prefix 18-1104
Coos Bay Dredging Co., Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,192.37	90%			$1,575.00
Trench Excavation	355.20	488 cu. yd.	0.728	0.90	439.20
Single Excavation	8,130.53	45,050 cu. yd.	0.180	0.185	8,334.25
Overhaul	503.00	25,150 yd. sta.	0.020	0.01	251.50
Truck Haul	555.60	4,630 yd. mi.	0.120	0.09	416.70
18" Concrete Pipe	321.60	201 lin. ft.	1.60	2.05	412.05
36" Corr. Iron Pipe	1,782.00	396 " "	4.50	5.95	2,356.20
48" " " "	442.02	70 " "	6.31	7.90	553.00
	$13,282.32				$14,337.90

Gross Revenue	$14,337.90
Total Cost	13,282.32
Net Profit	$1,055.58

Net Profit Equals 7.36% of Gross Revenue

Contract 2062

Detail of Cost

Labor:			
Supervision		$1,211.00	
Labor		3,707.05	
State Industrial Accident	5% of P/R	245.90	
Unemployment Compensation	3% of P/R	147.54	
Old Age Benefit	1% of P/R	49.18	
			$5,360.67
Materials:			
18" Conc. Pipe	201 lin. ft. at 1.25	$251.25	
36" C.I.P.	396 " " " 3.48	1,378.08	
36" " Bands	27 at 3.25	87.75	
48" C.I.P.	70 lin. ft. at 4.72	330.40	
48" " "	4 at 4.28	17.12	
			$2,064.60
Miscallaneous:			
Equipment Rental		$3,812.81	
Gas, Oil & Grease		879.92	
Move In 41% of $1,175.00		481.75	
Explosives		107.16	
Misc. Small Tools & Overhead		650.00	
Home Office Expense		143.38	
Bond 1% of Revenue		143.38	
Less Labor on Force Acc't not on estimate		- 361.35	
			$5,857.05
Total Cost			$13,282.32

Contract 2062

REMARKS:

This is a Regular Federal Aid project and consists of construction of 5.03 miles of highway roadbed, 2.58 miles of talus rock roadbed topping and other incidental work. The contract was bid and awarded on April 28, 1938; work was started May 9th, and to date is 41% completed.

Clearing and grubbing consisted mostly of small pine timber standing on level ground and about 20 acres in area. This work was done by a small crew and two cats and dozers. Trees and stumps were collected in the middle of the right of way and partially burned. Farmers adjacent to the right of way agreed to haul off the unburned remainder and the trees still to be cut and to dispose of them for the wood.

Single excavation has consisted of 7,450 cubic yards of canal change and 37,600 cubic yards of roadbed excavation. Canal change was dug and sidecast with an 3/8 cu. yd. unit shovel at a cost of $0.10 per cubic yards. The sidecast material was spread on the grade with an RD-6 cat and dozer. Roadbed excavation was moved by RD-8 cat and tandem 12 cu. yd. LeTourneau scrapers and compacted with an RD-6 cat and dozer. A pull blade was also used to finish the ditch line and low shoulders.

18" concrete pipe was purchased in Klamath Falls. Corrugated iron pipe 36" and 48" was purchased and shipped from Portland.

Work, so far, has been done with a small crew and cost of supervision has been nominal. 85% of excavation has been material well adapted to cat and scraper operation. Low prices on pipe have contributed to the profit earned to date.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. CLEMETER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 16 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 15th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. B. Weaver
Resident Engineer
State Highway Dept.
Klamath Falls, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

In response to your letter of June 13th, 1938, concerning irrigation on the Lobert-Modoc Point Section, Contract #2062, Mr. Devers is preparing a draft of an agreement between the State Highway Department and the Indian Service to provide for the installation of an irrigation turnout at Station 1069 in lieu of the one originally proposed at Station 1050.

I see nothing in your letter, however, which would indicate the tract of land which it is proposed to irrigate or whether there will be any other responsibility (such as the construction of ditches) with respect to this irrigation. Therefore, please advise in particular the location of the land with respect to the railroad which it was originally proposed to irrigate from Station 1050 and now proposed from Station 1069, and whether there is any implied promise on the part of the Highway Department to construct any of the irrigation laterals or do any work except the turnout itself.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. H. Devers
W. E. Chandler

83

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 83 (4)
Lobert-Modoc Point Section
The Dalles-California Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

For

Aupn. 34394

Form P. R. 2

State ....Oregon.....

Federal Aid Project No. .....8S-(4).....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of June, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 30th day of March, 1938, a revised project statement, which was approved by the Secretary on the 19th day of April, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on April 13 and [redacted] May 18, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-nine thousand, one hundred thirty and 00/100 dollars ($ 49,130.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917, Chapter 81, Laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 970+60 in the SW 1/4, Section 15, T. 36 S., R. 7 E., W. M., and survey station 1269+00 in the NE 1/4, Section 21, T. 36 S., R. 7 E., W. M. (excepting therefrom that portion between survey station 1236+60 and survey station 1265+58)

, length 5.098 miles, in Klamath County, being ~~Continuous~~ Oregon Federal Aid project No. 83 (4), consisting of 5.034 miles of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.064 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) It is hereby mutually agreed that final payment of Federal funds shall not be made under this agreement unless and until the right of way for the location of said project across Indian Reservation lands has been obtained from the Department of the Interior.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of forty-nine thousand, one hundred thirty and 00/100 dollars ($ 49,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, five hundred thirty-one and 00/100 dollars [redacted] dollars ($ 80,531.00), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6—5818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 29th day of June, 1938

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell

Chairman, State Highway Commission
(Title of officer)

By E T Bodman

Member, State Highway Commission
(Title of officer)

By F L Dou Vell

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. C. Tracy

Acting Chief, Bureau of Public Roads.

8—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 33 (4) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 80,551.00 as the total estimated cost of said project, and the sum of $ 40,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 29th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By *W. C. Tramy*
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

FORM 5A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 11 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

July 1st
1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I visited Mr. Lamm of the Lamm Lumber Company on Tuesday, June 28th.

Mr. Lamm has no great opposition to the road and no quarrel with the Department. The Right of Way Department has offered him $50.00 per acre for his property and he wants $200.00. As has been stated before, he now takes an 8" sewer; 5" steam pipe and one 2" water pipe through a 24" culvert pipe under the railroad. His point is that there is serious danger of something happening in this pipe and it is often necessary to go through the concrete pipe to service the other facilities. He has, therefore, asked for a 48" pipe to carry these facilities. This seems an exorbitant size but I feel that possibly we could allow him a 36" pipe. This will cost us $190.00 more than the 24".

Mr. Lamm also wishes to have the steam pipe taken overhead across the highway. This would require a span that would carry the pipe at least 80'. It appears to me that this is not absolutely necessary and possibly the Commission would not care to approve an overhead construction such as this. The reason that Mr. Lamm mentions this is that he has this type of construction around his yards and he says it is less trouble to service than when it is under ground. He has many leaks and much prefers this type of construction. He would give me no assurance that he would be agreeable to anything I might suggest without the approval of his attorney.

My reason for asking that Mr. Devers or Mr. LeSouza accompany me on a visit to Mr. Lamm is that I feel there is a very good possibility of setteling this matter without the need of going to court. I told him that all we are trying to do is simply rearrange facilities in a reasonable workman like manner in order that the work may proceed to completion. He said anything we did, or anything we started that did not agree with his ideas would be immediately followed by a restraining order. This on the very definite advice of his attorney.

H. G. Smith #2 7-1-38

NOTED
J. M. D.
7-1-38

As it seems to me, the fair thing to do is to place the 36" pipe with the sewer, water and steam lines enclosed inside. I will immediately proceed to go ahead with this arrangement. His plan for putting the steam pipe overhead will not be considered.

There is another matter in connection with this property which has been overlooked. - There is a small building which has been used for a rifle club. There are several pits in connection with it and Mr. Lemm states that this cost his employees $200.00 to construct. The building of the road will doubtless require the abandonment of this rifle range, as it will be too close to the road to use high powered rifles. This small building will have to be moved off the right of way and I presume the resulting damages will have to be taken care of in the condemnation suit as it is all on Mr. Lemm's property.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

VEC:f

cc-Mr. R. H. Baldock ✓
Mr. J. B. Weaver

FORM 6-A-1 SM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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JUN 20 1938
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JUN 20 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE No.

June 18th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith two force account orders for work across the Lamm Lumber Company property at Modoc Point. Attached also is a letter from Mr. Weaver.

It is my opinion that installation of the 24" culvert pipe would be a useless expense and I am not including that size in this order. I believe the 24" pipe which has been installed for the same purpose under the railroad right of way is entirely sufficient.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

3 Encls.

FORM S-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
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BUREAU OF PUBLIC ROADS

RECEIVED
JUN 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

83-A

IN REPLY PLEASE REFER TO FILE NO.

June 18th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Attached is a letter from Mr. J. B. Weaver, Resident Engineer on the Modoc Point-Lobert section. Also, attached is a sketch map.

Following is a tentative agreement for a change in the location of a check dam and turnout for the Indian Service:

AGREEMENT AS SUGGESTED:-"Change present location of check dam and turnout in the Indian Service Canal at about Station 1050 to new location opposite Station 1069 west of the railroad track as indicated on sketch.

This installation to be made at time requested by Indian Service.

Installation to be made at the expense of the Highway Commission."

The merits of this change are fully explained in the letter from Mr. Weaver under date of June 13, 1938, hereto attached.

I recommend that this agreement be drawn up in the very near future.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock
2 Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
JUN 13 1938
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, for Oregon F.A.P. 83-A (4), Lobert-Modoc Point section of The Dalles-California Highway in Klamath County.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of the specifications.

As Federal funds consist of 1937 Federal Aid which would lapse if not under agreement by June 30, 1938, please act upon this letter as soon as possible.

Because of the 1937 funds involved, the Regional Office has not delayed preparation of this agreement. Please note, however, that one of the conditions to the approval of the project statement was that right of way across Indian Lands would be acquired prior to execution of the project agreement. A clause providing that final payment of Federal funds shall not be made until the right of way has been obtained has been included in the agreement.

The project designation has been made 83 (4) since there were three previous agreements.

An error in the unit price on the estimate "Hauling Talus Borrow and Topping", under Contract No. 2062, has been corrected.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

FORM S-A-1 1M 2-38

COMMISSIONERS
HENRY P. GABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 10 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 8th, 1938

IN REPLY PLEASE REFER TO FILE NO.

E 3-C

Mr. W. I. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

On the further advice of Mr. Devers, I am approving the order on the Lobert-Modoc Point Section of the Dalles-California Highway for fencing through the Lamm property. Mr. Devers will make some arrangement by which the condemnation proceedings can be adjusted to exclude the cost of the fencing.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. M. Devers
J. W. DeSouza

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. GABELL, CHAIRMAN, Portland
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 10 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

June 7th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

VOTLD

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of June 6th concerning State Force Work on the Lobert-Modoc Point section of the The Dalles-California Highway for fencing through the Lamm property.

The situation at the Lamm Lumber Company is a rather peculiar one. The only good part about it is that the condition is such that it is not at the present time retarding the work.

I am fully aware that the statement made in your letter regarding the duplication in fencing is entirely correct but before we can enter this property it will be necessary to open the fence at both ends. This will leave the property open to any stock running loose to proceed on the property of Mr. Lamm which would cost us damages. The only way this can be successfully stopped is by building the fence according to the order which was sent in. I think there is no likelihood of this condemnation being settled without going to court.

Will you please advise if there is not some way we can proceed to build this fence in order to get our contractor on the property without laying ourselves wide open to damages.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

FORM S-24 1000 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 10 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

8-3-C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

June 7th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

VOTED

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of June 6th concerning property of the Lamm Lumber Company on the Lebert-Modoc Point section.

Please be advised that I have been over this section, not once with Mr. Weaver up to the present time, but several times and we are doing everything possible to keep from getting into any trouble with the Lamm Lumber Company, who are apparently making themselves as obstinate as possible in any arrangements we try to make.

I have just talked with Mr. Weaver and he has again been over these arrangements with Mr. Lamm and C. C. Kelley, his engineer, and he states that the demands of the Company are more than he can approve. I will see Mr. Weaver again on my next trip, which will be the latter part of this week.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

FORM S-A-1 1000 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 9 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 6th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. F. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to the order for state force work on the Lobert-Modoc Point Section of the Dalles-California Highway in which you submit a department order for the purchase of material and the construction of a fence through the Lamm property.

I beg to advise that this property is under condemnation, the monetary offer including the cost of building the fence so that if the Department were now to build the fence, it would be a duplication of costs on the part of the State. Please be advised, therefore, that unless the condemnation is settled we cannot construct the fence, but it must be built by the property owner as a part of the damages which he receives from the trial.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock
J. B. Beaver

FORM 7-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 9 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 6th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. L. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note considerable correspondence on things to be done on the Lebert-Mouse Point section through the property of the Lane Lumber Company.

Please go over this in detail with Mr. Weaver and lay out the construction procedure carefully so that there will be no interference with their operations and no claim for damages by reason of interference. It was my understanding that they are offering us no help or even advice as to the method of rehabilitating their water, steam and power line. Therefore, great care should be taken that the services are not interrupted and that we do nothing which would offer them an opportunity to set up counter-claims in the condemnation proceedings.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

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83-A

June 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lobert-Modoc Point Section, Project No. FA 83-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 83-A(2)

LOBERT-MODOC POINT SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1938

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 254,535.93
Total Cost, Bridges	$ 4,984.05
Federal Aid Paid, Roadway	$ 158,135.81
Federal Aid Paid, Bridges	$ 2,896.02
Emergency Advance Funds Paid, Roadway	$ 42,933.57
Emergency Advance Funds Paid, Bridges	$ 1,777.11
NRA Funds Paid, Roadway	$ 14,948.11
Length	19.214 miles

NEW WORK

Roadway (Sta. 970+30 to Sta. 1236+30)(Contract No. 2962)

All Required		Clearing and Grubbing		$ 1,750.00
350	cu. yds.	Trench Excavation	$ 0.90	315.00
80,000	cu. yds.	Excavation, Single Classif.	0.185	14,800.00
33,000	yd. sta.	Overhaul	0.01	330.00
20,000	yd. mi.	Truck Haul	0.09	1,800.00
5.04	miles	Finishing Roadbed and Slopes	1.25	6.30
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
1,070	lin. ft.	18" Concrete Pipe	2.05	2,193.50
300	lin. ft.	24" Concrete Pipe	3.05	915.00
140	lin. ft.	36" Corr. Iron Pipe	5.95	833.00
70	lin. ft.	48" Corr. Iron Pipe	7.90	553.00
45,000	cu. yds.	Talus Borrow and Topping	0.235	10,575.00
90,000	yd. mi.	Hauling Talus Borrow and Topping	0.108	7,200.00
		Subtotal		$ 41,420
		10% Engr. & Cont.		4,142
		Total		$ 45,562

Bridge (Sta. 1265+58 to 1269+00)(Contract No. 207)

750	cu. yds.	Excavation	$ 3.50	$ 2,625.00
60	cu. yds.	Excavation Below Plane	3.50	210.00
780	cu. yds.	Class "D" Concrete	25.00	19,500.00
147,000	lbs.	Metal Reinforcement	0.045	6,615.00
710	lin. ft.	Concrete Handrail	4.00	2,840.00
			Subtotal	$ 31,790
			10% Engr. & Cont.	3,179
			Total	$ 34,969

Length of Roadway	5.034 miles
Length of Bridge	.064 mile
Total Length	5.098 miles
Cost per mile, Roadway	$ 9,050

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 45,562	$ 27,796	$ 17,766
Bridge	34,969	21,334	13,635
	$ 80,531	$ 49,130	$ 31,401

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
JUN 2 1938

June 1, 1938

Mr. H. G. Smith
O f f i c e

Dear Sir:

Reference is made to Mr. De Souza's letter of May 25 enclosing copies of correspondence in regard to damaging or changing the facilities of the Lamm Lumber Company in connection with the construction work in the vicinity of Modoc Point.

Please warn Chandler to give this matter his personal attention to the end that the facilities of the Lamm Lumber Company be not destroyed.

Very truly yours,

State Highway Engineer

[redacted]
cc Mr. J. W. De Souza

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 24, 1938

L 1033

Mr. D. V. Kuykendall
Attorney at Law
Loomis Building
Klamath Falls, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the 19th instant with which you transmitted copy of letter written to Coos Bay Dredging Company by Lamm Lumber Company, relative to damaging or changing any of the pipe lines, side walks, power lines or other personal property of the Company.

We are assuming that proper arrangements have been made to take care of these items in connection with the project construction, but are forwarding the contents of the communications to the State Highway Engineer.

In the meantime, however, we must take the position that having filed the condemnation complaint covering the property and having a legal right to possession we cannot approve any delays to the State's contractor which might result in claims for damage on account of failure to render the right of way available for the project. We make no particular criticism against the instant contractor but we find as a matter of general practice contractors do submit claims for damages in matters of this nature if there is an opportunity to do so, and that is a risk which we cannot run.

As stated in our previous communication to you Mr. Benson is busy on a project at the present time which must be cleared for the awarding of a contract, but as soon as this is done we will have him contact you, and it is hoped that a personal discussion of the matter may eliminate trial of the condemnation complaint.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AVG

cc - R. H. Baldock
H. G. Smith
W. E. Chandler

H. B. GLAISYER, SECRETARY
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 23, 1938

IN REPLY PLEASE REFER TO FILE NO.

L 1033

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

Herewith we hand you copies of letters written by Mr. D. V. Kuykendall, Attorney at Law, to the writer, and a copy of letter from Lamm Lumber Company to Coos Bay Dredging Company relative to damaging or changing any of the facilities of the Company in connection with the onstruction work in the vicinity of Modoc Point.

We also hand you carbon copy of our letter of acknowledgment to Mr. Kuykendall. We believe that the contents of the various communications will be self-explanatory.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:AVG

cc - H. G. Smith
W. E. Chandler

Enclosures

C
o
p
y

D. V. KUYKENDALL
and
WM. KUYKENDALL
Attorneys at Law
Loomis Building
Klamath Falls, Oregon

May 19, 1938.

Mr. J. W. DeSouza,
Assistant Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: State Highway Commission
vs. Lamm Lumber Co.
L 1033

Receipt is acknowledged of your letter of May 16, 1938, in which you inform us that Mr. H. G. Benson will be in Klamath Falls and discuss the above matter. I will be glad to discuss the case with him.

The Lamm Lumber Company, due to the fact that pipe lines, side walks and power lines cross the property covered by the suit, have written a letter to the Contractor, a copy of which is enclosed.

It would seem that the cost of the changes necessary in the pipe lines, side walks and power lines which serve the mill will cause the principal damage to the Company.

Very truly yours,

(Sgd.) D. V. Kuykendall

WK:la
encl.

C
o
p
y

LAMM LUMBER COMPANY
Modoc Point, Oregon

May 18, 1938.

Coos Bay Dredging Co.,
Modoc Point, Oregon.

Gentlemen:

We are advised that the State Highway Commission has let the contract to you for grading a portion of the new highway from Modoc Point north.

We wish to advise you that the state has not yet acquired the right of way across our property and have filed condemnation proceedings.

Therefore until we have a satisfactory understanding with the State Highway Commission we must prohibit you from in any way damaging or changing any of our pipe lines, side walks, power lines or any other personal property.

Very truly yours,

LAMM LUMBER COMPANY

(Sgd.) W. E. Lamm

WEL:O

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

May 27th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pending your approval, we have assigned Mr. J. B. Weaver the residency on the LOBERT-MODOC POINT project, Coos Bay Dredging Company's Contract #2062.

Very truly yours,

WM .E .CHANDLER
DIVISION ENGINEER

EMS:?

cc-Mr. R. H. Baldock

RECEIVED
MAY 28 1938
FOR FILING

13-12

May 27, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2062 which was awarded on April 28, 1938, by the State Highway Commission , to Coos Bay Dredging Company, Inc., for the grading of the Lobert-Modoc Point Section of The Dalles-California Highway, in Klamath County.

This copy is being sent you as surety for the contractors, and is for your records and files.

Very truly yours,

Oregon State Highway Commission
By

Secretary

MBL

RECEIVED
MAY 28 1938
FOR FILING

May 27, 1938

COOS BAY DREDGING COMPANY, INC.
Box 217
Marshfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2062 which was awarded to you by the State Highway Commission on April 28, 1938, for the grading of the Lobert-Modoc Point Section of The Dalles-California Highway, in Klamath County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLENDYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 25, 1938.

IN REPLY PLEASE REFER TO FILE NO.

83-A

Mr. J. E. Weaver,
Resident Engineer,
Klamath Falls, Ore.

Dear Sir:

Reference is made to ours of May 18th, to Mr. W. E. Chandler relative to fencing right of way on the Lobert-Modoc Point Section of the Dalles-California Highway. We are advised by Mr. Benson, right of way agent, that the State was to fence right of way through 2 properties only - these being the Richard Mahase and Joe Ball properties which is being purchased by Mr. Mahase on contract. On all other property the owners are to do their own fencing.

On Option #5589 the owner is to move the small house from the right of way and allowance was made for this moving in the right of way consideration.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock
W. E. Chandler

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

May 25,1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

I am referring to you herewith a letter received from Mr. Beaver, Resident Engineer of Klamath Falls.

Will you please instruct us as to the points involved? This office will, however, take care of the question in the last paragraph as to how this fencing is to be handled.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock
Mr. J. B. Weaver

Encl.

FORM S-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 24th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. B. Weaver
Resident Engineer
State Highway Dept.
Klamath Falls, Oregon

Dear Sir:

Replying to yours of May 18th, we are unable to locate a print of the special turnouts to be installed in the U.S. Indian Service canal on the Lobert-Modoc Point grading project.

In yours of March 4th, you stated that Mr. Brown was submitting the latest design of these turnouts but they were never received. It is possible that these were overlooked being sent in and can be obtained direct from Mr. Brown.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock

W. E. Chandler

FORM 401 P. 9-36 .5M

#2062

RECEIVED
MAY 25 1938
FOR FILING

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
MAY 24 1938
OREGON
STATE HIGHWAY COMMISSION

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

May 23, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: COOS BAY DREDGING CO.
Marshfield, Oregon

It is our understanding that Coos Bay Dredging Company has a contract for certain road work in the vicinity of Chiloquin.

We anticipate furnishing petroleum products on this operation and would therefore like to have the details of the contract.

We shall appreciate your completing the attached questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

D. E. NICHOLS
District Credit Supervisor

By; L Harbeson

LH:B
ENCL

May 5, 1938

COOS BAY DREDGING COMPANY, INC.
Box 217
Marshfield, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2062 which was awarded you on April 28, 1938, covering the grading of Lobert-Modoc Point Section of The Dalles-California Highway, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages and relating to the payment of the amounts due hospital associations, etc., by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

83-A

May 4, 1938

Mr. Jack McLeod, President
Coos Bay Dredging Company
Marshfield, Oregon

Dear Sir:

Your bid of $1.25 for finishing roadbed on the Lobert-Modoc Point Section was carefully reviewed and discussed by and between the State Highway Commission and the Bureau of Public Roads at the time of the award. Our attorneys advised that the written bid price controls. In this case $1.25 was shown both in writing and in figures.

It is impossible for us to know what was in your mind at the time you made the bid. The only evidence is the written agreement that you have signed. The decision of the Highway Commission and the Bureau of Public Roads could only be made on the basis of the written figures. I therefore have no power to make the change you suggest. I cannot recommend that such a change be made for the reason that it would cause endless confusion and uncertainty when attempts were made to adjust such matters.

The Commission announced on the occasion of a similar instance some years ago that no adjustments of this kind would be made under any conditions. Your representative was advised at the time the award was made that the award would be made on the basis of the written bid.

Very truly yours,

State Highway Engineer

RHB:HI

ESTABLISHED 1902

COOS BAY DREDGING CO.

DREDGING - TOWING - PILE DRIVING

JACK McLEOD, PRESIDENT

MARSHFIELD, OREGON

RECEIVED
MAY 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 2, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Baldock

Dear Sir:

We received your letter stating that we were awarded the contract on our low bid of $41,420.80 for the work on the Lobert-Modoc Point Section of the Dalles-California Highway.

While talking to some of the officials of the State Highway Department, we found that there may be some chance of your amending the error of our submitting $1.25 for finishing roadbeds and slopes instead of $125.00 per mile.

I assure you that was an absolute error on our part as it would be entirely unbalanced to submit a bid such as $1.25 for that work. We feel that we are entitled to an adjustment if it is at all possible.

Thanking you kindly for your attention to the above mentioned error, we are

Yours respectfully,

COOS BAY DREDGING COMPANY

BY Jack McLeod
President

JM:DM

MAY
FOR FILING
83-A

April 30, 193

Coos Bay Dredging Co.

Marshfield, Oregon

Gentlemen:

The State Highway Commission on April 28, 1938, awarded you the contract for 5.03 miles grading and 2.58 miles talus rock roadbed topping on the Lobert-Modoc Point Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $41,420.80 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM
cc - Mr. S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
MAY 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 83-A, Lobert-Modoc Point section of The Dalles-California Highway, to Coos Bay Dredging Co., Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM D-A-1 SM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

April 20th
1938

83.a

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Upon my return to the office this afternoon I found your letter of April 16th concerning the hillside water at Modoc Point.

I was over this section yesterday and inspected some of the culverts and the high water. I also had Mr. Weaver go over it several days ago and he reports that it will be advisable to increase the size of four or five culverts. This can be done, of course, after the contract is let.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
APR 16 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 83-A

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The necessary documents for reopening Oregon Federal Aid Project No. 83-A, the Lobert-Modoc Point Unit of The Dalles-California Highway, are today being recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

Concurrence in award of contract will be withheld pending approval of the revised project statement and advice from you that the right of way has been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

83-A

April 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of pages 1 and 8 of the special provisions for the Lobert-Modoc Point Section, Project No. FA 83-A.

Page number 1 is revised by changes in the date of receiving bids and date of completion. Page number 8 contains a revised specification for removal of oversize materials.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

83

April 1st, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. F. E. Andrews.

Dear Sir:

Reference is made to your letter of March 24th, discussing the topping to be used on the Lobert-Modoc Point Section of the Dalles-California Highway.

The fines in this topping are analyzed under Laboratory Report No. 107675, copy of which is attached. This report shows that these fines are of very sandy nature with a P.I. of only 2%, a lineal shrinkage of only 2.1%, field moisture equivalent of 25% and centrifuge moisture equivalent of 17%, indicating that they absorb only a very slight amount of water and drain rather readily.

We only recently began making these elaborate analyses of soils and fillers, but from a large number of tests which we have made on formerly used fillers, I would say that the fines in this talus are of desirable quality.

The section from Midland to the California Line on the Klamath Falls-Weed Highway was made from a topping pit containing a much coarser material than this pit. It proved perfectly feasible to construct a topping from the Midland material, and it has stabilized a roadbed subject to severe frost action. I do not believe that this case is at all analogous to the situation at Crooked Creek where the contractor was unfamiliar with the use of topping and made a proposition to furnish crushed rock at a price which lost him considerable money. In that job the project called for grading, topping, surfacing and oiling; whereas, this job calls for only the topping on the south end of the job, the remainder of the topping coming from gravel pits at the north end after the Williamson River bridge is constructed, so that there is more flexibility to the present job.

Topping is only economical when it can be used as found in the pit and will not justify any screening or rehandling. When this is necessary, the product had better be more refined and constructed as surfacing. For this reason it is impractical to specify maximum size. This is a typical case of topping for roadbed stabilization used to prevent frost action and is not intended for surfacing, which will be placed later.

The specifications will be rewritten more in conformity with those used on the Midland-California Line Section.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 24, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the P.S.& E. papers for proposed Oregon Federal Aid Project No. 83 (Revised), the Lobert-Modoc Point Section of The Dalles-California Highway.

While the calling of bids for this work is held up pending the securing of right of way, we wish to call your attention to the talus topping specified on this project. In our opinion the specification is too general as regards size and it will probably be extremely difficult to pick out rock of a suitable size for topping without screening. In this connection, reference is made to the contract on this same project for which bids were opened November 22, 1932, and to Mr. Smith's letter of February 6, 1937. In this instance, the talus rock was dirty and the amount available was not sufficient to do the work so that a special price agreement for crushed material was necessary.

We believe a maximum size for topping should be stated and also provision made to exclude talus having a large percentage of dirt. The topping is to be 10 inches thick compacted and whether one or two lifts will be required is not stated, also the compaction should be at least comparable to that given to the talus borrow.

We would appreciate your consideration and comments as to the above items.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

83-a

March 8th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

It is desired to use the crushed rock for the surfacing and oiling on the Williamson River-Modoc Point Section. You may use the crushed gravel for topping but it should have a smoothing course of crushed rock surfacing with an O-11 oil top.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

X3-A

March 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Williams River-Modoc Point Section, FA Project No. 83-A.

Five sets of blueprint plans and five bid proposals each for the Williamson River Bridge and Lobert-Modoc Point grading project are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department — Federal Aid Project No. 83-A

LORELEI-MODOC POINT SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 4, 1938

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 254,533.93
Total Cost, Bridges	$ 4,984.05
Federal Aid Paid, Roadway	$ 158,135.81
Federal Aid Paid, Bridges	$ 2,896.02
Emergency Advance Funds Paid, Roadway	$ 42,983.57
Emergency Advance Funds Paid, Bridges	$ 1,777.11
NRA Funds Paid, Roadway	$ 14,948.11
Length	19.214 miles

NEW WORK

Roadway (Sta. 970+50 to Sta. 1236+30)

All Required		Clearing and Grubbing	$ - -	$ 2,000.00
350	cu. yds.	Trench Excavation	1.00	350.00
80,000	cu. yds.	Excavation, Single Classif.	.25	20,000.00
33,000	yd. sta.	Overhaul	.02	660.00
20,000	yd. mi.	Truck Haul	.12	2,400.00
5.04	miles	Finishing Roadbed and Slopes	250.00	1,260.00
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
1,070	lin. ft.	18" Concrete Pipe	2.50	2,675.00
300	lin. ft.	24" Concrete Pipe	4.00	1,200.00
140	lin. ft.	36" Corr. Iron Pipe	6.00	840.00
70	lin. ft.	48" Corr. Iron Pipe	10.00	700.00
45,000	cu. yds.	Talus Borrow and Topping	.20	9,000.00
90,000	yd. mi.	Hauling Talus Borrow and Topping	.12	10,800.00
		Subtotal		$ 52,033
		10% Engr. & Cont.		5,203
		Total		$ 57,238

Bridge (Sta. 1266+30 to 1269+00)

450	cu. yds.	Excavation	$ 4.00	$ 1,800.00
40	cu. yds.	Excavation below plans	8.00	320.00
620	cu. yds.	Class "D" Concrete	25.00	15,500.00
124,000	lbs.	Metal Reinforcement	.055	6,820.00
560	lin. ft.	Concrete Handrail	5.00	2,800.00
			Subtotal	$ 27,240
			10% Engr. & Cont.	2,724
			Total	$ 29,964

Length of Roadway	5.034 miles
Length of Bridge	.051 mile
Total Length	5.085 miles
Cost per mile, Roadway	$ 11,370

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 57,238	$ 16,410	$ 40,828
Bridge	29,964	8,590	21,374
	$ 87,202	$ 25,000	$ 62,202

FORM S-A-1 SM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

83-A

March 2, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of February 21st relative to the following items on the Williamson River-Modoc Point section covering channel change work and contractor's responsibility for the safety of the ditch and delivery of water during construction, the taking up and relaying of steam pipes, water meter and rebuilding a 4' walk in the vicinity of Laub's mill.

We enclose herewith a supplemental paragraph to the special provisions covering the channel change item and recommend the following as Force Account Work which should also be covered by the right of way agreement:

1.	Construct three (3) concrete turnout boxes @ $100. =	$	300.
	(Government plans for the above will be forwarded by Resident Engineer in tomorrow's mail)		
2.	Take up and lower and install new 4" steam pipes where needed at Stations 975 and 977+75 Estimated cost	@	100.
3.	Reconstruct 4' walk, installing 18" pipes in the ditch line and gravel walk where needed Estimated cost	@	35.
4.	Reimburse Power Company for moving private power lines and installing one extra power pole. Estimated cost	@	75.
5.	Take up, move and reinstall water meter box and lower water pipes at Station 979+60 Estimated Cost	@	50.
	Total Estimated Cost		$ 560.

OBE
H. B. GARVEY, SECRETARY
F. L. VON VEGLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON, CHAIRMAN, PORTLAND

The Resident Engineer advises that an additional item of 60' of 24" pipe will be required at Station 1050 to carry irrigation water across the highway which is also the proposed station for one of the above listed concrete turnout boxes. The remaining two concrete turnout boxes will not require additional pipe but will be located at approximately Station 1259+50. The other station not yet definitely determined.

Upon inspection of the plans you will be able to decide whether or not the concrete turnout box work can be included in the bid items.

Very truly yours,

WM. L. CHANDLER
DIVISION ENGINEER

WLC:f

cc-Mr. R. M. Baldock
Mr. J. B. Weaver

Encl.

FORM S-A-1 10M 9-37

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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FEB 21 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

83-A

February 21st, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

In looking over the specifications for the Williamson River-Modoc Point Section of the Dalles-California Highway, I find no reference to the channel changes from Stations 1196 to 1205, 1065 to 1068, 1026 to 1035, 1014 to 1017 and 981 to 985. I would suggest that special provisions be written defining the time these channel changes could be made and setting forth definite provisions as to the contractor's responsibility for the safety of the ditch during construction and immediately after the water is turned in.

I note also that there are a water meter box and water pipes and steam lines crossing the highway in the vicinity of Modoc Point. No mention is made of the specifications of these items and whether they are to be done by the contractor or by Force Account. There is also a 4-foot width walk which is not mentioned.

You should also arrange for the removal of the power lines in that vicinity with the owner company. This should be done immediately in order that there will be no delay when the contractor has moved on the ground.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. OLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 15 1938
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83-A

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 31st, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

I note in your specifications for the Modoc Point-Lobert Section that you have eliminated clearing and roadbed topping, requiring the contractors to absorb the clearing in their other prices and to bid the roadbed topping at the same price as excavation materials.

I think it will be necessary to include both of these items in the contract, as we have an agreement with the A.G.C. establishing the customary bid items which we now use. In case it is necessary to include roadbed topping, I will specify that solid rock encountered will be paid for as rock excavation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT #2063

FA 262-A&C Siuslaw Jct.-Ross Station 1938
Sec., Pacific Hwy.
2063

R.H. Baldock

February 28, 1939

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MAR - 6 1939
NOTED
State Highway Engineer

FINAL COST ANALYSIS

Siuslaw Junction-Ross Station Section
Pacific Highway in Lane County
Contract 2063 Prefix 20-1026
Mountain States Construction Co., Contractors
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Earth Cover on Slopes	$1,957.91	5,341 cu. yd.	0.367	0.40	$2,136.40
Hauling Earth Cover	719.37	5,225 yd. mi.	0.138	0.10	522.50
Gravel Base	1,592.85	3,044 cu. yd.	0.523	0.50	1,522.00
Shaping & Compacting Base	399.20	6.37 Mi.	62.669	50.00	318.50
3/4" - 0 Mat'l in Shldr. & Surf.	7,929.52	7,217.5 cu. yd.	1.099	1.00	7,217.50
3/4" - 0" " " Cushion Course	2,100.74	1,922.5 " "	1.093	1.00	1,922.50
1/4" - 0" " " " "	1,187.51	972 " "	1.223	1.00	972.00
Filler	642.34	1,753 " "	0.366	0.30	525.90
Haul Filler	454.75	2,941.5 yd. mi.	0.155	0.10	294.15
Sprinkling	1,105.62	957.95 M-Gal.	1.155	1.00	957.95
Portland Cement Concrete Pave.	102,001.25	82,332.68 sq. yd.	1.239	1.44	118,559.06
Expansion Joints	946.69	8,294 lin. ft.	0.114	0.12	995.28
Contraction Joints	789.96	41,118 lin. ft.	0.019	0.02	822.36
Dowels	4,069.06	41,806	0.097	0.11	4,598.66
Tie Bars & Reinforcement	1,241.79	38,672.67 lb.	0.032	0.045	1,740.27
PA #1 Cr. Mat'l in Stockpile	894.97	1,014.7 cu. yd.	0.882	1.00	1,014.70
Haul Cr. Mat'l to S.P.	291.17	2,912.2 yd. mi.	0.100	0.09	262.10
PA #2 Cr. Mat'l in Stockpile	245.46	278.3 cu. yd.	0.882	0.75	208.73
Force Account	410.00				408.42
Cement Adjustment - Bag		- 48.382 Bbl.		2.297	- 111.13
" " - Bulk		- 2,212.48 "		1.997	- 4,418.32
	$128,980.51				$140,469.53

Gross Revenue	$140,469.53
Total Cost	128,980.51
Net Profit	$11,489.02

Net Profit Equals 8.18% of Gross Revenue

Contract 2063

Details of Cost

Labor:

Supervision		$1,160.00	
Labor		31,257.66	
State Industrial Accident	6½% of P/R	2,107.15	
Unemployment Compensation	3% of P/R	972.53	
Old Age Benefit	1% of P/R	324.18	
			$35,821.52

Materials:

Bulk Concrete	22,853½ bbl. at 1.94	$44,335.79	
Sack "	500¼ " " 2.24	1,120.56	
Dowels	41,806 " 0.074	3,093.64	
Dowel Sleeves	8,400 " 0.02	168.00	
Expansion Joints	8,294 lin. ft. at 0.0943	782.12	
Contraction Joints	41,118 " " " 0.0095	390.62	
Metal Reinforcement	38,672.67 lb. at 0.0263	1,017.09	
			50,907.82

Miscellaneous:

Equipment Rental (Including repairs)	$19,250.78	
Gas, Oil and Grease	10,343.40	
Move In and Erect Plant	300.00	
Plant Erection	2,237.50	
Batcher Erection	745.84	
Plant Site Rent	135.00	
Form Lumber	1,676.07	
Sawdust	456.14	
Small Tools & Miscellaneous	801.74	
Overhead Expense	1,400.00	
Home Office Expense	3,500.00	
Bond	1,404.70	
		42,251.17

Total Cost $128,980.51

Contract 2063

Screening & Crushing

Item	Cost	Quantity	Unit Cost
Plant Erection	$5,440.66	30,243 cu. yd.	0.180
Load Pit Material	3,157.81	" " "	0.104
Pit to Plant	3,407.28	" " "	0.113
Pit Labor	885.84	" " "	0.029
Pump Water from Pit	1,963.63	" " "	0.065
Plant Operation	9,541.90	" " "	0.316
Cost in Bunker	$24,397.12	30,243 cu. yd.	0.807
Plant to Stockpile	2,940.90	30,243 cu. yd.	0.075
	$27,338.02	30,243 cu. yd.	$0.882
Haul Conc. Agg. to Batcher	2,940.90	18,838 cu. yd.	0.156

A crew started to erect a plant at pit site Station 285 on June 27, 1938 and completed construction on July 19. A dragline was used for a week to build a bulkhead and trap for delivery of material for the plant. At the end of this time it was decided to drain the pit so that material could be loaded by a 5/8 yard shovel and hauled to the plant in 1½ ton trucks. This method was more flexible in the choice of material and proved to be a good decision. One 6" and one 3" pump operated continually during the operation of the pit to drain out water. An auxiliary 6" pump was also used part of the time. This water was pumped into a sump and after settling was used for washing in the plant. Good grades of rock were available in the pit for all sizes of crushed material required. There was a considerable quantity of fine sand which was rejected by a sand classifier. Plant equipment consisted of a 9 x 36 jaw and 20" x 36" rolls crushers; a 48" x 120" single deck and a 36" x 120" double deck screens; a sand classifier; 170 ft. 24" and 50 ft. 18" belt conveyor and 100 ft. 7 x 14 bucket conveyor. A light plant was used at night, and the plant was powered by an 80 h.p. and two 40 h.p. diesel engines, a 30 kw generator, two 10 h.p., one 7 h.p. and one 5 h.p. electric motors. The plant operating crew consisted of plant superintendent, foreman, 2 feeders, an oiler, a loader and a repairman. The plant operated 556 hours to produce 30,243 cu. yd. of concrete aggregate and crushed material at the average rate of 54½ cu. yd. per hour. Material produced consisted of the following:

1¼" - 0 Cushion Material	972 cu. yd.
3/4" - 0 " "	1,922½ " "
3/4" - 0 Shoulder & Surf. Material	7,217½ " "
Concrete Sand	7,156 " "
3" Concrete Aggregate	4,666 " "
1½" " "	7,016 " "
1½" - 3/4" Crushed Material) 3/4" - ½" PA #1) ½" - ¼") ¼" - 0)	1014.7 " "
3/4" - ½" Crushed Material) ¼" - 0 PA #2) 3/4" - 0)	278.3 " "
Total	30,243 cu. yd.

Contract 2063

Paving

Item	Cost	Quantity	Unit Cost
Fine Grade	$5,685.87	82,232.68 sq. yd.	0.069
Forms	6,594.05	" " "	0.080
Mix, Lay and Finish	7,844.22	" " "	0.095
Curing	1,761.85	" " "	0.021
Cleanup & Tar Joints	749.40	" " "	0.009
Supervision, Bond & Overhead	6,593.48	" " "	0.080
Concrete Aggregate at Batcher (.23 cu. yd. per sq. yd.	19,554.59	" " "	0.238
Cement in Railroad Car (1.13 sacks per sq. yd.)	45,456.35	" " "	0.552
Haul Cement to Batcher	1,611.45	" " "	0.020
Batcher Operation	2,063.06	" " "	0.025
Haul Batch to Mixer	4,086.93	" " "	0.050
	$102,001.25	82,332.68 sq. yd.	$1.239

Trenching, fine grade and form setting was started July 5th. Forms were set for 12,000 feet and fine grade completed 3100 ahead of the mixer when paving started on August 3rd. Bulk cement was delivered in railroad cars at Irving. Three men operating a motor driven scoop loaded cement into trucks which hauled 3½ miles to the batcher. Concrete aggregate was loaded by a 3/8 cu. yd. shovel from stockpiles into 1½ ton trucks and dumped into the adjacent batcher. Four men operated the batcher, weighing material into trucks carrying 2 batches an average of 1.6 miles to the mixer. A new 7-sack Rox mixer with automatic water and mixing control poured 82,332.68 sq. yd. 9" - 7" - 9" concrete in 268½ operating hours at an average rate of 308 sq. yd. per hour. Expressed in lineal measurement, 6.37 miles were paved in 268½ operating hours, an average of 2,012 feet per 8-hour day (11-ft. strip). Concrete was finished by a Lakewood finishing machine on which a vibrator was mounted and by a mechanical bullfloat. This was the first job in the state on which a mechanical bullfloat was used, and it proved highly successful. It operated at all times below capacity speed and handled material which was so stiff by reason of batch mix and the drying effect of hot summer winds that it would have been impossible to float by the manual method. It operated cheaper and produced better results than could have resulted from hand operation. Curing was effected by means of burlap cover and sawdust. In picking up sawdust after curing a vacuum sweeper mounted on a rubber-tired chassis deposited the cover material in the dump truck which hauled the blower. The paving crew consisted of a skipman, mixer man, 2 carpenters, 6 men on dowels, joints and steel, 4 spreaders, finishing machine and bullfloat operators and 6 finishers.

Contract 2063

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 82,700 square yards of Portland Cement Concrete pavement; 50,500 sq. yds. of rock shoulders and other incidental work. The contract was bid and awarded April 28th, 1938, work was started June 20th and completed October 14th, 1938 - six weeks earlier than specified completion date.

The plant for crushing rock and producing concrete aggregate was erected in 3½ weeks. During this time a shop, office and batching plant were also constructed. Gravel base and filler were loaded by the 5/8 yard pit shovel and hauled to place in 1½ ton trucks. Blades and rollers were used to shape and compact base, and to prepare a trench for forms and cushion courses. The crushed material for the two cushion courses were stockpiled near the plant and were loaded by the 3/8 yard shovel into trucks which hauled an average of 1.6 miles to the prepared trench where the material was dumped, leveled with a templet watered and rolled. Sprinkling was accomplished by a 550 gal. tank truck which was loaded by a 3" Jaeger pump from the nearest of several pits adjacent to the roadbed. Earth cover was material stripped from the pit at Station 285. This material was loaded by shovel and hauled into trucks to the road where it was deposited and spread on the slopes.

The work on this project was well organized and efficiently supervised. New types of equipment were used to good advantage, and the job carried on to completion with little delay. In spite of apparently low bid prices a profit was earned through innovations in paving methods.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

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JAN 12 1939
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2063

January 12, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

Youbare hereby notified that State Highway Contract No. 2065, for the construction of the Siuslaw Junction-Reas Station Section of the Pacific Highway in Lane County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 21, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $140,462.53, including the final payment. Of this amount $408.42 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 24, 193 8

Section Siuslaw Junction-Ross Station

Highway Pacific

Contractor Mountain States Construction Co.

Date of contract April 28, 193 8

Date work started June 20, 193 8

Amount of contract . . . . . $ 144,216.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 141,697.12

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7,777.12, 5 %

Kind of work Paving

Section prefix 20-1026

Contract number 2063

Date of completion November 30, 193 8

Estimated date of completion , 193

Per cent of time elapsed Completed %

Date project was completed August 15, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man, 2 days, making up sketch maps of 6 borrow pits for Mr. Otten, Landscape Engineer.

One man, 2 days, correcting 1"- 100' detail map.

One man, 2 days, setting R/W posts.

Two men, 2 days, running traverse line on drain ditches in order to place same correctly on detail maps.

-- PERSONNEL --

A. O. McIrvin was off all week on sick leave.

E. W. McCann off all week on vacation.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed E. E. Coughlin

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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#2063

December 2, 1938

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of November 29th you are advised that final payment has not yet been made to Mountain States Construction Company in Connection with their contract No. 2065, Siuslaw Junction-Ross Station Section in Lane County.

The total amount paid the contractors to date is $158,154.27, and the retained percentage is $4,210.96.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#2063

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

November 29,1938

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

RE: BOND NO. 47501 MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON. Siuslaw Jct.-Ross Station Sec. of Pacific Hwy. Lane County, Oregon, 6.37 miles paving.

You advised us that the above captioned contract was accepted on October 20, 1938.

We would appreciate your advising us the total amount of money to be paid to the contractor on this contract, including the final payment.

Thanking you for this information, we are

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By F Sumnard
Surety Bond Department

FT:MEH

#2063

2624 E

November 25, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment Mountain States Construction Company on Contract No. 2063, Siuslaw Junction-Ross Station Section of the Pacific Highway in Lane County. This payment will be made on or after December 5, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 1938 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOULVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
1938
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Nov. 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Upon the completion of the Siuslaw Junction-Rose Station Section of the Pacific Highway, the contractor had left on the bar, a surplus of crushed material. He has agreed to sell this material at 75¢ per cubic yard and I am submitting, herewith, Price Agreement No. 2 covering this material.

If you approve of this, please advise.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc; Baldock ✓

COMMISSIONERS
HENRY E. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLANTZBERG, SECRETARY

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OCT 10 1938
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R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF N. M. FINKBINER, ENGINEER OF MATERIALS

SALEM

October 7, 1938

20-1026

NOTE
C. B. McCu...

Mr. H. C. Smith,
Construction Engineer,
Office

Dear Sir:

Regarding the Siuslaw Junction-Ross Station project, prefix 20-1026. There follow the test results of the 28 day compression tests on concrete cylinders and cores taken from concrete poured August 22, 1938 to September 8, 1938:

Strength, Lbs. per Sq. In.	Strength, Lbs. per Sq. In.
10 cylinders — 3825	9 cylinders — 3784
23 cores — 3461	25 cores — 3495
Yield-1.43 bbl. per c.y.	Yield-1.38 bbl. per c.y.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

by

C. W. Harra
Asst. Engineer of Materials

CWH:H

c.c. C. B. McCullough

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OCT 6 1938
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COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

2620.C

IN REPLY PLEASE REFER TO FILE NO.

Sept. 30, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Enclosed is Extra Work Order No. 8 on the Siuslaw Junction-Ross Station paving project, covering the proposed rental of a roller for use in oiling the "Y" at the junction of the Siuslaw and Pacific Highways.

As there is no roller available other than the contractor's it was thought expedient to rent this roller if satisfactory. We plan to oil the "Y" Monday and, therefore, request that we be notified by radio when the Order is approved.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs.

cc: Baldock ✓

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FORM STAT 1937 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 13th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. L. J. Caufield.

Dear Sir:

In reply to your letter of September 7th, regarding filling of expansion joints on the paving job being constructed between Junction City and Eugene, Oregon Federal Aid Projects 262-A and C.

Regarding the filling of the expansion joints after curing, this delay was caused by the contractor's inability to secure the rubber latex in proper time.

As to filling the joints to a higher level, this condition has already been corrected.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
SEP 12 1938
FOR FILING

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 10th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am returning Order for Extra Work #2 on the Singlaw Junction-Ross Station Section. This order is "to distribute and uniform gravel base shoulders with cat and scraper".

We have used these specifications on a number of jobs, and this is the first time an extra work order has been submitted to cover any of this work. It seems to me that it is covered in the specifications when it states that the subbase shall be brought to uniform grade and smooth surface. If after the trenching is done there is any unequal distribution of the material which needs to be moved from one shoulder to another, it has always been considered to be part of the work bid under the specifications for shaping and compacting base.

I see no reason to deviate from our established practice on this job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 10M 8-37

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SEP 1 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262 l r E

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE

Sept. 8, 1938

R. H.Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am sending herewith, for your consideration, an Order for Extra Work on the Siuslaw Junction-Ross Station Section of the Pacific Highway.

In trenching the subgrade for the pavement it was impossible to keep from getting an excess of gravel in certain places and this Order will cover the work of transferring the surplus to places where there is a deficiency.

Ordinarily excess gravel could be bladed over the shoulders and made a part of the slope, but on this job the slopes are so flat, we do not care to follow that procedure and would rather pick the material up and place it where needed. The contract does not provide anything for this sort of work, hence the necessity for the Order.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

RECEIVED
SEP 2 1938
FOR FILING

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
R. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

August 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. N. A. Finkbiner
Engineer of Materials
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Will you kindly arrange to drill a few cores from the Siuslaw Junction-Eugene pavement at the proper time in order to establish the strength ratio between the cylinders and the vibrated pavement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. S. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADSTONE, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 29 1938
FOR FILING

RECEIVED
AUG 29 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

August 27, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

This is to remind you that you were to take a core from the pavement on the Siuslaw Junction-Eugene job.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

NOTED
State Highway Engineer

(Stencil #28)

RECEIVED
AUG 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 262-A
Avard-Eugene section
Junction City-Eugene Highway

August 12, 1938

RECEIVED
AUG 1 0 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, [illegible]
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 9 1938
FOR FILING
7a 2.2 7.c

OREGON STATE HIGHWAY COMMISSION

August 8, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Attention - Mr. R.M. Schwegler,
Materials Engineer.

Dear Sirs

Pursuant to our conversation of last week, I am sending you under separate cover a surface graph taken on the Siuslaw Junction-Ross Station Section of the Pacific Highway. This graph is of the 2nd day's paving run, together with surface graph taken of the Shady Point-Kelley's Corner Section of the Pacific Highway which was paved last year.

The Shady Point-Kelley's Corner Section is one of the smoothest jobs placed so I thought it would offer the best comparison for this type of equipment.

I would like to have these graphs back when you are thru with them as I use them for further observation on the sections.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H
CC to
R.H.Baldock

RECEIVED
MAY 28 1938
FOR FILING

2624+C

May 27, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts, which were awarded to you on April 28 and 29, respectively:

Contract No. 2063, for paving on the Siuslaw Junction-Ross Station Section of the Pacific Highway, in Lane County;

Contract No. 2066, for the construction of a bridge over the Walluski River, on the Nehalem Secondary Highway, in Clatsop County.

These copies are for your records and files, inasmuch as you are surety for the contractors on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 28 1938
FOR FILING

2622 A & C

May 27, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts, which were awarded to you on April 28 and 29, respectively:

Contract No. 2063, for paving on the Siuslaw Junction-Ross Station Section of the Pacific Highway, in Lane County;

Contract No. 2066, for the construction of a bridge over the Wallowski River, on the Nehalem Secondary Highway, in Clatsop County.

These copies are for your records and files, inasmuch as you are surety for the contractors on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

2620-C

May 5, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2063 which was awarded you on April 28, 1938, covering the paving of the Siuslaw Junction-Ross Station Section of the Pacific Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages and relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

262A-C

April 30, 1938

Mt. States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 28, 1938, awarded you the contract for 6.37 miles paving on the Siuslaw Junction-Ross Station Section of the Pacific Highway, in Lane County. This award was based on your low bid of $144,216.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HHG:AM

cc - S. H. Probert

RECEIVED
JUN 10 1938
FOR FILING

RECEIVED
MAY 2 - 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 262-A and 262-C, Siuslaw Junction-Ross Station section of the Pacific Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 10M 11-37

CONFIRMATION

C.B. McCullough

OREGON STATE HIGHWAY COMMISSION
SALEM

Bureau of Public Roads
8010-20 Oregon

Portland, Oregon
April 27, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE MCCULLOUGHS APRIL 16 LETTER EXPERIMENTAL CONCRETE PAVEMENT SECTIONS OREGON 262-A and C DISAPPROVED ON GROUNDS THAT SUCH EXPERIMENTATION SHOULD BE DONE WITH STATE FUNDS

Lyman

Paid govt. rate

NOTED
C.B. McCullough

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

262 a+c

April 22nd, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Specifications for the Siuslaw Junction-Ross Station Section provide for brooming of the pavement with wire brooms. This is in order to diffuse the light, particularly during wet weather. The broom should be constructed of two rows of 3/16" flat wires spaced 5/8" center to center in each row alternating. I am enclosing three prints of a sketch.

If possible, the scraping should be entirely dispensed with, but in no case should the entire pavement be scraped, only the very exaggerated high spots.

I am hesitant about cutting the scraping entirely out of the specifications for fear there will be no control over the contractor's carelessness in finishing, but I wish to reduce it to a minimum in order to have the broom marks retained wherever possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-4 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

2624.1C

March 17, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are enclosing herewith, in duplicate, revised estimate of cost and summary of quantities for the Siuslaw Junction-Rose Station Paving Project.

The revised estimate of cost is based on the use of concrete pavement for the south leg of the Siuslaw wye rather than the bituminous macadam as we had previously figured. Computations are shown on the attached sketch on onion skin.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

cc. R. H. Baldock

RBS:AF

Form 6-A-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. H. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

March 2, 1938

262-1 rC

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of Feb. 25th, relative to the specifications for the Siuslaw Junction-Ross Station Project.

You will note on Page 26 of the special provisions that we have given the contractor the right to use such gravel from the designated pits as will pass our specifications. I discussed this matter with Mr. Finkbiner in some detail and he was of the opinion that this was the proper way to advise the contractors. Mr. Finkbiner stated that suitable materials were available in these pits providing they were properly washed but that he could not guarantee their acceptance unless they were properly manipulated.

In order to assure a sufficient supply I asked Mr. Umphlette to make up descriptions so that the pits at stations 144, 282 and 425 could be enlarged to about ten acres.

Incidentally, this clause in the specifications on Page 26, which I referred to, is the same as that used in the Phoenix-Bear Creek job where the contractor took gravel from our bar. Mr. Umphlette told me last Monday that he had found another pit about 0.9 of a mile off the road and would make up a description of it. If it is possible to buy or secure an option on this additional pit, we could advise the contractor that he could enter thereon.

Very truly yours,

cc. R. H. Baldock
cc. N. M. Finkbiner
cc. K. K. Umphlette

K. D. LYTLE
Division Engineer

KDL:AF

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

February 25th, 1938

Mr. K. E. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sirs,

I see nothing in the Siuslaw Junction-Ross Station specifications in line with your request that Mr. Finkbiner approve the State gravel for pavement use. Am I to expect that further information will be furnished for this, or have you abandoned the idea?

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. GABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

262 A+C

Feb. 24, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are sending to you today by express two sets of special provisions, statement of material sources in duplicate and a sketch map for the paving of the Siuslaw Junction—Ross Station, Pacific Highway in Lane County.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. D. SIPPRELL
Office Engineer

cc. R. H. Baldock ✓

RDS:AF

CONTRACT [redacted] 2064

FA 176-C Pringle Creek-Taylor Creek Sec., Pacific Hwy. 1938
#2064

RECEIVED
DEC 13 1939
FOR FILING

176-C

December 13, 1939

Hartford Accident & Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2084, for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County, has been completed by the contractors, River Bend Sand & Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $6,109.04, including the final payment. Of this amount $121.47 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 20 1939
FOR PUBLIC ROADS
176-C

February 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 30, 1939, containing inquiry concerning work performed under Extra Work Order No. 1 on the Pringle Creek-Taylor Creek Section, Project No. FA 176-C.

In view of the opinion offered in your letter that the work was occasioned on account of engineering error, we wish to withdraw our request for cooperation for the item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 31 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO

FILE No.

Post Office Building
Portland, Oreg.

January 30, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 1, dated November 21, 1938, for work on Oregon F.A.P. 176-C, Pringle Creek-Taylor Creek section of the Pacific Highway.

This work order evidently provides for the resetting of shear boards in order to provide a more uniform line. However, it appears as though this extra work might have been caused by engineering error, in which case it would not be eligible for Federal participation. We would like to receive advice as to the necessity for this change.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. Andrews
Sr. Highway Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... State Highway Engineer

STATE PRINTING DEPT.

Form No. 24A—3M—1-37

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Pringle Creek-Taylor Creek Section Date, November 21, 193 8

Highway Pacific East Contract No. 2064

County Marion F. A. Project No. F.A. 176-C

Contractor River Bend Sand & Gravel Co. Order No. 1

Address

RECEIVED
U.S. NO. 2 1938
DIVISION ENGINEER
DIVISION 2

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

(1). Adjust shear boards that were set to conform with the old cut bank slope and had to be changed in order to make the top of the shear boards in a uniform line from top to bottom of slope, so that none of the shear boards were left exposed after the top soil was placed.

(2). Remove top soil from the ditch that had been deposited behind shear boards that were changed and replace it behind the properly placed shear boards.

Location by station numbers:

129+50 - 140+50

Estimate of quantities and cost:

Labor	$ 82.63
+ Ind. Ins. 3%, Social Security 1%, & Unemployment Ins. 3%	5.79
+15 %	13.26
Truck Rental 14 hrs. @ $ 1.30	18.85
+ 5%	[illegible]
Total	$ 121.47

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated and no method of payment was provided in the regularbid items. General Provisions and Special Provisions of Contract No. 2064 to apply.

Contractor laid a section of shear boards in accordance with specifications and Engineer's O.K. Final results after application of top soil not satisfactory, and Landscape Engineer requested they be relaid on a straight line slope. It was agreed to pay contractor for extra work for correcting portion completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit six copies of the order to Salem. After approval of the order by the state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Total Original Authorizations	$ 6,527.95
Total Authorizations to Date	$ 6,527.95
Additional Authorization Requested	$ 121.47
Additional Authorization Approved	$

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Assistant State Highway Engineer

STATE PRINTING DEPT.

RECEIVED
JAN 24 1939
FOR FILING

R. H. Balcom

January 16th, 1939

COST ANALYSIS-SEMI-FINAL REPORT

Pacific Highway — Pringle Creek-Taylor Creek
Roadside Improvement Contract No. 2064 — Prefix 24-1105
River Bend Sand & Gravel Co., Contractors
H. S. Swart, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Right of Way Cleanup	$227.75	All		$500.00	$500.00
Excavation, Top Soil	1,476.02	5,012.9 cu. yd.	0.294	0.55	2,757.10
Hauling Topsoils	652.64	2,531 yd. mi.	0.258	0.20	506.20
Shear Boards	574.42	11.312 M-FBM	50.75	53.00	599.54
Hedera Helix	89.30	2,600 Each	0.034	0.05	130.00
Pseudotsuga Douglasi	66.25	25 "	2.65	3.00	75.00
Philadelphus Coronarius	46.58	45 "	1.04	1.50	67.50
Pinus Ponderosa	242.88	92 "	2.64	4.00	368.00
Quercus Californica	67.08	30 "	2.24	3.00	90.00
Pinus Contorta	23.76	9 "	2.64	3.00	27.00
Acer Circanatum	49.04	40 "	1.23	2.00	80.00
Seeding of Slopes	501.44	11.48 Acre	43.68	60.00	688.80
Commercial Tankage	46.42	1 Ton	46.42	40.00	40.00
Peat Moss	46.60	10 Bale	4.66	6.00	60.00
Force Account	113.95				121.47
	$4,224.13				$6,110.61

Gross Revenue	$6,110.61
Total Cost	4,224.13
Net Profit	$1,886.48

Net Profit Equals 30.8% of Gross Revenue

Pringle Creek-Taylor Creek

Detail of Cost

Labor:

Supervision (Jack Taggart, Carl Staats) Members of Contracting Firm		$376.20	
Labor		1,673.21	
State Industrial Accident Insurance 3%		61.47	
Social Security & Unemployment Insurance 4%		66.93	
			$2,177.81

Materials:

1" x 4" No. 3 Common Lumber	5.745 M-FBM at $11.68	$67.51	
2" x 2" x 18" Stakes	5.567 " " 45.00	250.12	
Blue Grass Seed	171 lbs. at 0.16	27.36	
Rye " "	158 " " 0.07	11.06	
Peat Moss	10 bales at 2.00	20.00	
Commercial Tankage	1 ton at 42.00	42.00	
Pseudotsuga Douglasi	25 at 2.00 each	50.00	
Philadelphus Coronarius	45 " 0.40 "	18.00	
Pinus Ponderosa	92 " 2.00 "	184.00	
Quercus Californica	30 " 1.60 "	48.00	
Pinus Contorta	9 " 2.00 "	18.00	
Acer Circanatum	40 " 0.60 "	24.00	
			760.05

Equipment Rental & Misc. Supplies:

Equipment Rental	$259.00	
Hired Trucks (Not including drivers)	488.63	
Gas, Oil and Grease	110.22	
Small Tools & Misc. Supplies	120.28	
Public Liability	16.73	
General Overhead 3% of Gross Revenue	183.31	
Office	27.00	
Move In	20.00	
Bond	61.10	
		1,286.27

Total Cost $4,224.13

REMARKS:

This contract, which is comprised of the excavation and placing of 5,000 cubic yards of stockpiled topsoil, seeding of slopes and planting of trees and shrubs, was bid and let on April 28th, 1938. Work was started on May 9th, and completed on November 14th.

The contractor's first operation consisted of the placing of shear boards, and this work continued for the first 5 days with a crew of three laborers and a foreman working one 8-hour shift per day. The material used consisted of 1" x 4" boards of varying lengths supported by 2" x 2" x 18" pegs driven at two foot intervals. During this period the contractor placed most of the shear boards, about 8 M-FBM, and the rest were placed at various times while excavation was under way.

A ½-yard Universal shovel was brought on the job and excavation from the stockpiles began on May 14th. The material was loaded into light trucks and dumped from the tops of the cut slopes. A crew of from three to four men spread and tamped the topsoil on the slopes. The soil which slid down into the ditch during this process was placed by hand labor on the adjacent shoulders. The first topsoil stockpiles on the north end of the project, which contained about ¼ of the total yardage, were in good condition and the material was handled and spread easily. However, the remaining stockpiles were in very poor shape as the soil had been placed in the piles while wet and had been heavily compacted by the scraper equipment used in stockpiling. This made extremely hard digging for the shovel, and the excavated material consisted mostly of large lumps and clods of which some were two feet in diameter. It was also necessary to employ from two to three extra laborers who used hammers and picks to break up the large lumps. The ½-yard shovel broke down frequently, and after excavating seven days the contractor shut the work down and removed the shovel from the job. A new 3/8-yard Bucyrus was purchased, and work was resumed on June 1st, after a delay of 9 days.

With the new shovel in use the progress of the work improved, and excavation and spreading of the topsoil was completed on June 16th. The 5,013 cubic yards of topsoil excavation required 126½ hours of shovel operating time which is an average of 40 yards per hour. The cost of loading into trucks at the stockpiles was $0.117 per yard, and the placing, spreading and tamping cost $0.176 per yard. The large profit made on the excavation would have been increased if the material had been placed in the stockpiles in better condition.

Work was suspended on June 16th, as the preparation and seeding of the slopes and the planting of trees and shrubs was postponed until after the fall rains. This contract shows an excellent profit due to the low overhead of the contractors and the low cost of moving in. Also, as the contractors were able to unload the trucks from the tops of the cut slopes their cost of handling and spreading the material was quite low.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN - 3 1939
FOR FILING
176-C

#2064

January 5, 1939

Hartford Accident & Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to River Bend Sand & Gravel Company on Contract No. 2064, Pringle Creek-Taylor Creek Section of the Pacific Highway East, roadside improvement project. This payment will be made on or after January 15, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

Form 359—EM—10-37

OREGON STATE HIGHWAY COMMISSION

176-C

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 17, 1938

Section Pringle Creek-Taylor Creek — *Kind of work* Roadside Improvement

Highway Pacific East — *Section prefix* 24-1105; F.A. 176-C.

Contractor River Bend Sand & Gravel Co. — *Contract number* 2064

Date of contract April 28, 1938 — *Date of completion* October 31, 1938

Date work started May 9, 1938 — *Estimated date of completion* ..., 193..

Amount of contract . . . . . $ 5,934.50 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 6,110.61

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 706.67, 11.56 % — *Date project was completed* Nov. 14, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate quantities have been determined and the Semi Final Estimate and the supporting field and office data will be ready to submit about Tuesday December 20th.

The Semi Final Estimate for the Summer Street paving project was submitted to the Division Office on Thursday December 15th.

DEC 20 1938

RECEIVED
DEC 19 1938
DIVISION ENGINEER
DIVISION NO. 2

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed R. A. Ewart

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 21 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. _____

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1938

176-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 176-C, Pringle Creek-Taylor Creek section, Pacific Highway _____, was made by a representative of this office on November 14, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J Lissner

J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 19 1938
STATE HIGHWAY COMMISSION

M 5-38
COMMISSIONERS
F. GABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE
B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 10th, 1938

IN REPLY PLEASE REFER TO FILE NO.

176-C

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time without penalty from October 31st to December 15th, on the Salem-South Landscape Project, Contract No. 2064, F.A.P. 176-C, River Bend Sand & Gravel Co., contractors.

These contractors were requested to suspend operations until there was sufficient moisture in the ground for the planting of shrubbery and for processing the ground for the planting of grass. Also, the topsoil could not be placed on some of the shear board slopes until after the fall rains.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
OCT 28 1938
FOR FILING
COPY
177-C

October 27, 1938

OREGON SERVICE OFFICE
Hartford Accident & Indemnity Company
319 S. W. Washington Street
Portland, Oregon

Attention Mr. Lowell Miller, Asst. Supt.,
Surety Dept.

Gentlemen:

This is to acknowledge your letter of October 25, concerning the River Bend Sand & Gravel Company contracts for roadside improvement in Marion and Yamhill Counties.

You are advised that the original completion date of both these contracts is October 31, but it will no doubt be necessary that they be extended to a later date. As far as we know, all the work that has beer performed to date on both of these contracts has been satisfactory. However, in securing an extension of time it will be necessary for the contractors to make application for such extension and anticipate some definite date to which the time should be extended, and state their reasons for requiring the additional time. The application must be accompanied by the written consent of the surety on the bond. The application will then be presented to the State Highway Commission for consideration and the contractors will be advised of whatever action is taken.

Very truly yours,

Secretary

JM:MBL

C
O
P
Y

HARTFORD ACCIDENT AND
INDEMNITY COMPANY

October 25, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: River Bend Sand and Gravel Co.,
Bond 1584075 Roadside improvement
McMinnville Section, Pacific Highway.
Bond 1584076 Roadside improvement
Pringle Creek-Taylor Creek Section,
Pacific Highway.

Our agent at Salem advises that the Highway Department is requesting consent of surety to extension of time for the completion of these two contracts. Will you kindly advise the desired length of the extension and whether or not the contracts are in satisfactory condition at this time insofar as progress has been made.

Very truly yours

OREGON SERVICE OFFICE

By Sgd. Lowell Miller
Assistant Superintendent
Surety Department

M/n

RECEIVED
20 OCT 1938
FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
OCT 27 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 176-C
Pringle Creek-Taylor Creek Sec.

October 26, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Apr 38513

Oregon Federal Aid Project No. 176, Section C

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 17, 1936, by the Oregon State Highway Commission, and on June 26, 1936, by the Secretary of Agriculture, as amended by the "Modification of Project Agreement" signed on March 20, 1937 by the said State Highway Commission and on April 26, 1937 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Aid Project No. 176; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for roadside improvement along the entire length of the roadway; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $309,992.00 to $316,519.00, and that the Federal funds approved and set aside to the credit of said Section C be increased from $189,100.00 to $193,080.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys,

plans, specifications and estimate and the sum of one hundred ninety-three thousand, eighty and 00/100 dollars ($193,080.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred ninety-three thousand, eighty and 00/100 dollars ($193,080.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred sixteen thousand, five hundred nineteen and 00/100 dollars ($316,519.00), the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 23rd day of August, 1938, and the Secretary of Agriculture on the _____ day of OCT 11 1938, 1938.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By E R Alderman
Member, State Highway Commission

By F L Dunlap
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. D. Leary
Acting Chief,
Bureau of Public Roads.

Section C, Oregon Federal Aid Project No. 176.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 178-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 316,519.00 in lieu of the $189,100.00 approved by Certificate of April 26, 1937, as the total estimated cost of said project, and the sum of $ 193,080.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of ____ one thousand nine hundred and OCT 11 1938

SECRETARY OF AGRICULTURE,

By W. D. Stanley
Acting Chief, Bureau of Public Roads.

RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 8—4000

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

24-1105

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. S. H. Probert.

Dear Sir:

As no work has been done for the period from September 15th to October 15th on the Pringle Creek-Taylor Creek Roadside Improvement Project, there will be no estimate this month.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. H. Baldock
H. G. Smith
Geo. H. Otten

RECEIVED
AUG 26 1938
FOR FILING
176-C

August 24, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Pringle Creek-Taylor Creek Section, Project No. PA 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

(Stencil #08)

RECEIVED
AUG 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY REFER TO FILE No. Oregon F.A.P. 176-C
Pringle Creek-Taylor Creek section
Pacific Highway

176-C

August 12, 1938

RECEIVED
AUG 13 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
JUN 10 1938
FOR FILING

176-C

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Pringle Creek-Taylor Creek Section, F. A. Project No. 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 176-C

PRINGLE CREEK-TAYLOR CREEK SECTION

OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 7, 1938

Grading (Contract No. 1828)

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
290,500	cu. yds.	Common Excavation	0.18	52,290.00
5,500	cu. yds.	Solid Rock Excavation	0.60	3,300.00
313,000	yd. sts.	Overhaul	0.01	3,130.00
108,000	yd. mi.	Truck Haul	0.10	10,800.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
				$ 86,311.50

Grading & Paving (Contract No. 1925)

All Required		Clearing and Grubbing		$ 500.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
63,000	cu. yds.	Common Excavation	0.18	11,340.00
2,000	cu. yds.	Solid Rock Excavation	0.50	1,000.00
21,000	yd. sts.	Overhaul	0.01	210.00
34,000	yd. mi.	Truck Haul	0.12	4,080.00
5.45	miles	Finishing Roadbed and Slopes	100.00	545.00
2,700	lin. ft.	Rounding Cutbanks	0.07	189.00
550	lin. ft.	12" Concrete Pipe	1.25	687.50
100	lin. ft.	18" Concrete Pipe	2.50	250.00
400	lin. ft.	24" Concrete Pipe	3.00	1,200.00
2	only	Concrete Catch Basin	15.00	30.00
2,100	sq. yds.	Removal of Old Pavement	0.10	210.00
41,000	cu. yds.	Rock Sub-base	0.75	30,750.00
6,200	cu. yds.	1" - 0" Materials in Base and Shoulders	1.40	8,680.00
2,500	cu. yds.	1" - 0" Materials in Cushion Course	1.15	2,875.00

2,100	cu. yds.	¼" - 0" Materials in Cushion Course	$ 1.15	$ 2,415.00
1,000	cu. yds.	Rock Footpaths	2.00	2,000.00
2,600	cu. yds.	Filler	0.20	520.00
2,600	yd. mi.	Hauling Filler	0.20	520.00
73,500	sq. yds.	Portland Cement Concrete Pavement	1.52	107,160.00
7,500	lin. ft.	Expansion Joints	0.15	1,125.00
36,000	lin. ft.	Contraction Joints	0.02	720.00
36,500	cnlg	Dowels	0.14	5,110.00
31,000	lbs.	Tie Bars and Reinforcement	0.05	1,550.00
0.52	mile	Preparation of Base	125.00	65.75
320	cu. yds.	Mineral Aggregate in Place	3.25	1,040.00
30	tons	No. 3 Road Oil in Place	32.00	960.00
				$ 185,980.25
		Subtotal		$ 272,291
		10% Engr. & Cont.		27,229
		Total		$ 299,520

Bridge (Contract No. 1828)

29	M-FBM	Treated Lumber in Bridge	$ 95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "D" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00
		Subtotal		$ 6,790
		10% Engr. & Cont.		679
		Total		$ 7,469

Length of Roadway 5.453 miles
Length of 1 Bridge 0.016 miles
Total Length 5.469 miles
Cost per mile, Roadway $ 54,927

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00) (Contract No. 1828)

9,500	cu. yds.	Common Excavation	$ 0.18	$ 1,710.00
500	cu. yds.	Solid Rock Excavation	0.60	300.00
12,000	yd. sta.	Overhaul	0.01	120.00
6,000	yd. mi.	Truck Haul	0.10	600.00
		Subtotal		$ 2,730
		10% Engr. & Cont.		273
		Total		$ 3,003

Length 4.025 miles
Cost per mile $ 746.08

Roadside Improvement (Planting)
(Sta. 85+00 to 88+50) (Contract No. 2064)

All Required				
		Right of Way Clean-up		$ 500.00
4,500	cu. yds.	Excavating and Placing Top Soil	$ 0.55	2,475.00
2,500	yd. mi.	Hauling Top Soil	0.20	500.00
14	M-FBM	Shear Boards	53.00	742.00
2,600	only	Hedera Helix	0.05	130.00
25	only	Pseudotsuga Douglasi 5'-6'	3.00	75.00
45	only	Philadelphus Coronarius, 3 yrs.	1.50	67.50
92	only	Pinus Ponderosa 3'-4'	4.00	368.00
30	only	Quercus Californica 10'-12'	3.00	90.00
9	only	Pinus Contorta 2'-3'	3.00	27.00
40	only	Acer Circinatum 3 yrs.	2.00	80.00
13	acres	Seeding of Slopes	60.00	780.00
1	ton	Commercial Fertilizer	40.00	40.00
10	bales	Peat Moss	6.00	60.00
		Subtotal		$ 5,934
		10% Engr. & Cont.		593
		Total		$ 6,527

Length 5.453 miles
Cost per mile $ 1196

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 299,520	$ 182,712	$ 116,808
Bridge	7,469	4,556	2,913
Roadside Impr. (Footpaths)	3,003	1,832	1,171
Roadside Impv. (Planting)	6,527	3,980	2,547
	$ 316,519	$ 193,080	$ 123,439

State Funds for Construction: Chap. 173, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 27 1938
FOR FILING

176-C

May 27, 1938

RIVER BEND SAND & GRAVEL COMPANY, INC.
Route 1, Box 187
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of each of the following contracts which were awarded you on April 28 and 29, respectively:

Contract No. 2064, for Roadside Improvement on the Pringle Creek-Tayler Creek Section of the Pacific Highway, in Marion County;

Contract No. 2069, for Roadside Improvement on the McMinnville Section of the Pacific Highway West, in Yamhill County.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

176-C

May 5, 1938

RIVER BEND SAND & GRAVEL COMPANY
Route 1, Box 187
Salem, Oregon

Gentlemen:

We hand you herewith four copies of each of the following contracts which were awarded you by the State Highway Commission on April 28 and 29, 1938, respectively:

Contract No. 2064, covering the Pringle Creek-Taylor Creek Roadside Improvement Project on the Pacific Highway, in Marion County.

Contract No. 2069, covering the McMinnville Roadside Improvement Project on the Pacific Highway West, in Yamhill County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send anderexecuted copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 30, 1938

River Bend Sand & Gravel Co.
Route 1 Box 187
Salem, Oregon

Gentlemen:

The State Highway Commission on April 28, 1938, awarded you the contract for 5.47 miles roadside improvement on the Pringle Creek-Taylor Creek Section of the Pacific Highway, in Marion County. This award was based on your low bid of $5,934.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Mr. S. H. Probert

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON
176-C

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 176-C, the Pringle Creek-Taylor Creek section of Pacific Highway, to the River Bend Sand & Gravel Co., Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 17c-6

RECEIVED
APR 11 1938

POST OFFICE BUILDING
PORTLAND, OREGON

April 9, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for modifying Oregon Federal Aid Project No. 176-C, the Pringle Creek-Taylor Creek Section of the Pacific Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING
176-C

April 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for roadside improvement on the Pringle Creek-Taylor Section, Project No. FA 176-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
JUN 10 1938

Oregon State Highway Department — Federal Aid Project No. 176-C

PRINGLE CREEK-TAYLOR CREEK SECTION

OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 6, 1938

Grading (Contract No. 1928)

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
290,500	cu. yds.	Common Excavation	0.18	52,290.00
5,500	cu. yds.	Solid Rock Excavation	0.60	3,300.00
313,000	yd. sta.	Overhaul	0.01	3,130.00
108,000	yd. mi.	Truck Haul	0.10	10,800.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Perous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
				$ 86,311.50

Grading & Paving (Contract No. 1925)

All Required		Clearing and Grubbing		$ 500.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
63,000	cu. yds.	Common Excavation	0.18	11,340.00
2,000	cu. yds.	Solid Rock Excavation	0.50	1,000.00
21,000	yd. sta.	Overhaul	0.01	210.00
34,000	yd. mi.	Truck Haul	0.12	4,080.00
5.45	miles	Finishing Roadbed and Slopes	100.00	545.00
2,700	lin. ft.	Rounding Cutbanks	0.07	189.00
550	lin. ft.	12" Concrete Pipe	1.25	687.50
100	lin. ft.	18" Concrete Pipe	2.50	250.00
400	lin. ft.	24" Concrete Pipe	3.00	1,200.00
2	only	Concrete Catch Basin	15.00	30.00
2,100	sq. yds.	Removal of Old Pavement	0.10	210.00
41,000	cu. yds.	Rock Sub-base	0.75	30,750.00
6,200	cu. yds.	1" - 0" Materials in Base and Shoulders	1.40	8,680.00

2,500	cu. yds.	1" - 0" Materials in Cushion Course	$ 1.15	$ 2,875.00
2,100	cu. yds.	½" - 0" Materials in Cushion Course	1.15	2,415.00
1,000	cu. yds.	Rock Footpaths	2.00	2,000.00
2,600	cu. yds.	Filler	0.20	520.00
2,600	yd. mi.	Hauling Filler	0.20	520.00
70,500	sq. yds.	Portland Cement Concrete Pavement	1.52	107,160.00
7,500	lin. ft.	Expansion Joints	0.15	1,125.00
36,000	lin. ft.	Contraction Joints	0.02	720.00
36,500	ealy	Dowels	0.14	5,110.00
31,000	lbs.	Tie Bars and Reinforcement	0.05	1,550.00
0.51	mile	Preparation of Base	125.00	63.75
320	cu. yds.	Mineral Aggregate in Place	3.25	1,040.00
30	tons	No. 3 Road Oil in Place	32.00	960.00
				$185,980.25
		Subtotal		$272,291
		10% Engr. & Cont.		27,229
		Total		$299,520

Bridge (Contract No. 1828)

29	M-FBM	Treated Lumber in Bridge	$95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "S" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00
		Subtotal		$ 6,790
		10% Engr. & Cont.		679
		Total		$ 7,469

Length of Roadway	5.453 miles
Length of 1 Bridge	0.016 "
Total Length	5.469 "
Cost per mile, Roadway	$ 54,927

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00) (Contract No. 1828)

9,500	cu. yds.	Common Excavation	$ 0.18	$ 1,710.00
500	cu. yds.	Solid Rock Excavation	0.60	300.00
12,000	yd. sta.	Overhaul	0.01	120.00
6,000	yd. mi.	Truck Haul	0.10	600.00
		Subtotal		$ 2,730
		10% Engr. & Cont.		273
		Total		$ 3,003

Length	4.025 miles
Cost per mile	$ 746.08

Roadside Improvement (Planting)
(Sta. 85+00 to 382+50) (Estimated Prices)

All Required		Right of Way Clean-up		$ 200.00
4,500	cu. yds.	Excavating and Placing Top Soil	$ 0.80	3,600.00
2,500	yd. mi.	Hauling Top Soil	0.15	375.00
14	M-FBM	Sheet Boards	40.00	560.00
2,600	only	Hedera Helix	0.05	130.00
25	only	Pseudotsuga Douglasi 5'-6'	3.00	75.00
45	only	Philadelphus Coronarius, 3 yrs.	1.00	45.00
92	only	Pinus Ponderosa 3'-4'	3.00	276.00
30	only	Quercus Californica 10'-12'	2.50	75.00
9	only	Pinus Contorta 2'-3'	3.00	27.00
40	only	Acer Circinatum, 3 yrs.	0.75	30.00
13	acres	Seeding of Slopes	50.00	650.00
1	ton	Commercial Tankage	60.00	60.00
10	bales	Peat Moss	4.00	40.00
		Subtotal		$ 6,143
		10% Engr. & Cont.		614
		Total		$ 6,757

Length 5.455 miles
Cost per mile $ 1,239

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 299,520	$ 182,712	$ 116,808
Bridge	7,469	4,556	2,913
Roadside Imp. (Footpaths)	3,003	1,832	1,171
Roadside Imp. (Planting)	6,757	4,120	2,637
	$ 316,749	$ 193,220	$ 123,529

CONTRACT# [redacted] 2065

FAP 191-A Mills Br.-Deadman Cr. Sec., 1936
Wilson River Hwy.
2065

RECEIVED
SEP 10 1942
Portland

191 A + B

September 9, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Cross Referenced To
Const
Fed Aid
Maintenance

Dear Sir:

Receipt is acknowledged of your letter concerning the maintenance inspection of Oregon FAP 191-A & B, Wilson River Highway, made on August 26.

The Wilson River Highway has been in poor shape since early this spring due to the heavy log hauling. Some sections west of McNamers broke up badly and the entire length has been rather rough. We have had two crews patching on this road most of the year and have used approximately six carloads of oil. We now have a paving plant crew placing patches on this highway and we know there has been a considerable improvement since last spring but the heavy log hauling continues.

The ditches were cleaned and kept clean last winter but they are clogged at present by summer ravel. We expect to clean these ditches this fall. The brush along the highway was quite thoroughly cut last winter but it has now grown until it needs cutting again. We have been putting all our efforts into patching the holes in the surface and have not cut brush this summer. However, failure of the oiled surface is not due to summer clogged ditches, weeds on the shoulders, or brush back of the ditches as there are failures on thirty-foot fills where, by no stretch of the imagination, could the ditches be blamed.

We have endeavored in the present emergency to take a realistic attitude towards maintenance and perform the most important things first. The maintenance of the surface and bridges in a reasonably safe condition for traffic is of prime importance. The cleaning of ditches during the summer is of minor importance. Mowing of the shoulders and cutting the brush has little or no effect on the safe movement of traffic over the surface.

The prime cause of the break-up on this highway, and on many other highways, is the heavy loads of logs. We cannot strengthen the surface at present and we cannot cut down on the loads of logs. We are short-handed and are running short of rock but we intend to keep the highways in the best shape we can with what we have.

We respectfully request that you consider this a letter of explanation covering conditions existing on many of the highways of this state today and that you patiently wait until after the duration for us to bring the highways back to the pristine standards of beauty and maintenance as specified by the Public Roads Administration.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB
EAC/er

cc E. A. Collier

R. H. Baldock

RECEIVED
1 1
FA 191 A+B

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 29, 1942

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Referred to Collier.

Dear Sir:

Maintenance inspection of Oregon FAP 191-A & B, the Wilson River Highway between Mills Bridge and Brooks, was made on August 26.

The report of inspection states that this surface is in poor condition with much heavy patching needed. Much cracking and many alligatored sections were noted.

The report of inspection also states that the ditches are clogged and that the shoulders due to a heavy growth of brush and weeds serve to restrict surface drainage and hold water along the pavement edges.

Will you please advise what is planned in regard to this surface between the points noted.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 31 1942
STATE HIGHWAY COMMISSION

Copy sent to Collier

FA 191-ABCD

R. H. Baldock

COST ANALYSIS - FINAL REPORT

Wilson River Highway
Mills Bridge-Jordan Creek Section
Contract 2065 Prefix 29-1024
J. C. Compton, Contractor
J. N. Scott, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removing Slides	$621.58	1,575.5 cu. yd.	0.39	0.50	$787.75
Preparation of Base	526.32	12.48 Mi.	42.17	50.00	624.00
Placing Mineral Aggregate	6,169.41	7,924.0 cu. yd.	0.78	0.85	6,735.40
Hauling " "	1,382.72	12,368 yd. mi.	0.11	0.12	1,484.16
Cutback Asphalt in Seal Coat	2,332.84	136.65 ton	17.07	20.50	2,801.53
Tar in Place	12,317.81	653.14 "	18.86	20.00	13,062.30
Haul Slide Mat'ls PA #1	202.25	1,879.0 yd. mi.	0.11	0.12	225.48
RC 3 in Place PA #2	68.22	4.0 ton	17.07	20.50	82.00
	$23,615.32				$25,803.12

Gross Revenue	$25,803.12
Total Cost	23,615.32
Net Profit	$2,187.80

Net Profit Equals 8.5% of Gross Revenue

Mills Bridge-Jordan Creek Section

Detail of Cost

Labor:

Supervision	$668.78	
Labor	3,346.16	
State Industrial Accident Commission	180.68	
Unemployment Insurance & Social Security	160.60	
Public Liability Insurance	40.15	
		$4,396.37

Materials:

Gasco #2	653.5 ton	at 14.50	f.o.b.	Tillamook	9,475.75
RC 3	141.0 "	" 9.50	"	Portland	1,339.50
Freight on RC 3		" 3.40	ton		479.40
Demurrage					6.60
					11,301.25

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	2,907.00	
Hired Equipment	1,369.38	
Gas, Oil & Grease	1,243.71	
Small Tools & Misc. Supplies	911.24	
Main Office Expense	774.09	
Repairs	340.37	
Pond	258.03	
Freight & Cartage	113.38	
		7,917.70

Total Expense $23,615.32

Wilson River Highway
Mills Bridge-Jordan Creek Section

REMARKS:

This contract was bid and awarded April 28th, 1938. Work was started on June 21st, 1938 on slide removal. Oiling was started July 8th, and the contract was completed July 30th.

Aggregate for the project had been produced on another contract and the rock was stockpiled so that the average haul was 1.56 miles. The oil was spotted at Tillamook, and the average haul was 11.7 miles. One shift was worked a day and the weather was good.

The contract was bid low as the contractor had several other small oiling projects in the near vicinity, but if it had not been for the drop in oil prices in June, the net profit would have been about $1,900 less than now shown.

F. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2065

RECEIVED
SEP 17 1938
FOR FILING

K11-2

September 16, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2065 for the construction of the Mills Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 26, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,805.12, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

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SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
Stencil No. 8. BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 191-A

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 191-A, Mill Creek-Deadman Creek section, was made by a representative of this office on August 30, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 16 1938
FOR FILING

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 121-B

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 191-B, Deadman Creek-Brooks section, was made by a representative of this office on August 30, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

RECEIVED
SEP 16 1938
FOR FILING

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 191-C

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 191-C, Brooks-Jordan Creek section, was made by a representative of this office on August 30, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Schedule No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 19[illegible]-D

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 191-D, Jordan Creek section, was made by a representative of this office on August 30, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL 11 193
FOR FILING

Appr. 30116

Section C,
Oregon Federal Aid Project No. 191.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 23, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Aid Project No. 191; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for the construction of a bituminous surface treatment over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $41,822.00 to $55,244.00 and that the Federal funds approved and set aside to the credit of said Section C be increased from $25,510.00 to $31,650.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-one thousand, six hundred fifty and no/100 dollars ($31,650.00) as the share of the United States payable under said act on account of said Section C, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section C shall not in any event exceed the sum of thirty-one thousand, six hundred fifty and no/100 dollars ($31,650.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, two hundred forty-four and no/100 dollars ($55,244.00), the approved total estimated cost of said Section C."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of June, 1938, and the Secretary of Agriculture on the 24th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aiken
Member, State Highway Commission

By _____
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. C. Fraser
Acting Chief, Bureau of Public Roads.

Section C,
Oregon Federal Aid Project No. 191.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 55,244.00 in lieu of the $25,510.00 approved by Cert. of Jan. 11, 1937 as the total estimated cost of said project, and the sum of $ 31,650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—6880

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 55,214.00 in lieu of the $25,510.00 approved by Cert. of Jan. 11, 1937 as the total estimated cost of said project, and the sum of $ 31,650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. M. Kuhn
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4290

RECEIVED
JUL 11 19
FOR FILING

Appr. 24945

Section B,
Oregon Federal Aid Project No. 191.

191-G

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 23, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Federal Aid Project No. 191; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of a bituminous surface treatment over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $15,026.00 to $32,021.00 and that the Federal funds approved and set aside to the credit of said Section B be increased from $9,170.00 to $16,900.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixteen thousand, nine hundred and no/100 dollars ($16,900.00) as the share of the United States payable under said act on account of said Section B, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

For

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section B shall not in any event exceed the sum of sixteen thousand, nine hundred and no/100 dollars ($16,900.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, twenty-one and no/100 dollars ($32,021.00), the approved total estimated cost of said Section B."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of June, 1938, and the Secretary of Agriculture on the 24th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By E. B. Aiken
Member, State Highway Commission

By _____
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. C. Perry
Acting Chief, Bureau of Public Roads.

Section B,
Oregon Federal Aid Project No. 191.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 32,021.00 in lieu of the $9,170.00 approved by Cert. of Jan. 11, 1937. as the total estimated cost of said project, and the sum of $ 16,900.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4630

2065

RECEIVED
SEP 8 1938
FOR FILING

7A 111-5

September 2, 1938

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2065, Mills Bridge-Jordan Creek Section of the Wilson River Highway, in Tillamook County. This payment will be made on or after September 12, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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AUG 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

August 26, 1938

IN REPLY PLEASE REFER TO FILE NO.
29-1024

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting today to J. W. McCallister the following records supporting the final estimate on the Mills Bridge-Jordan Creek Project, Contract No. 2065:

1 Book Miscellaneous Tabulation Sheets
1 Book - Record of Oil Spread
1 Package of 5 Material Receipt Books - Slide Removal
1 Rock Haul Chart
20 Material Receipt Books - Mineral Aggregate
2 Rock Distribution Charts
1 Book Oil Invoices covering Contracts #2004 and #2065

Three copies of the quantity summary sheet and four copies of the estimate are being transmitted to the office of S. H. Probert. There is attached the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

NOTED
State Highway Engineer

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister
J. W. Nash

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Mehalem, Oregon,
August 20th, 1938

IN REPLY PLEASE REFER TO FILE NO.
Contract # 2065
Final

RECEIVED
AUG 22 1938
DIVISION ENGINEER
DIVISION NO. 2

Mr. F.D.Mason,
Division Engineer,
Oregon State Highway Commission
Salem, Oregon,

Dear Sir:

The following is an explanation of all over or under runs of more than 10% on all Federal Aid Units of the JM Mills Bridge-Jordan Creek Oiling Project on the Wilson River Highway, FAP 191 ABCD, contract # 2065

FAP 191-A

	Original estimate	Final estimate	Overrun	Underrun	% overrun	% underrun
Mineral Aggregate	1371.4	1464.5	93.1		6.8%	
Haul " "	2223.55	2395.55	116.7		7.5%	
Outback Asphalt	25.71	23.43		2.28		8.9%
Tar	123.43	111.97		11.46		9.3

No overrun or underrun on this unit

FAP 191-B

	Original estimate	Final estimate	Overrun	Underrun	% Overrun	% underun
Mineral Aggregate	3475.1	3452.0		23.1		0.7%
Haul " "	5647.03	3925.0		1722.03		30.5%
Outback Asphalt	65.16	59.36		5.80		8.9%
Tar	312.76	283.71		29.05		9.3%

FAP 191-C

Mineral Aggregate	2671.5	2577.5		94.5		3.5%
Haul " "	4341.63	4912.75	571.12		13.8%	
Outback Asphalt	50.10	45,64		4.46		8.9%
Tar	240.46	218.13		22.33		9.3%

FAP 191-D

Mineral Aggregate	461.7	430.0		31.70		10.7
Haul " "	782.79	1135.0	352.21		45.0%	
Outback Asphalt	9.03	8.23		0.8		8.9%
Tar	43.35	39.33		4.02		9.3%

In Units ACD, the overrun or underrun is caused by dividing into units, the haul comes within the 10% limit when considered as a whole for the 3 units.

Slides: estimated 1000 cu yds, actual 1575.5. Estimate made without cross sections and the amount taken out was what was required to clean out the slide material.

Slide material Haul: It was necessary to use the material to fill out places where the embankment had slid off on the outside or add protection, rather than just widening within half mile haul. Price agreement made to cover additional haul, 1379 yard miles.

Yours truly,

J.H.Scott

Resident Engineer

Form 220—634—10-37

191-D

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30th, 1938

Section Mills Bridge* Jordan Creek — *Kind of work* O-11 oil mat

Highway Wilson River — *Section prefix* 29-1024 FAP 191 ABCD

Contractor J.C.Compton — *Contract number* 2065

Date of contract April 28th, 1938 — *Date of completion* July 31st, 1938

Date work started June 21st, 1938 — *Estimated date of completion* July 30th, 1938

Amount of contract . . . . . $ 26954.80 — *Per cent of time elapsed* 98.95 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 28052.68

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1099.59, 4.08 % — *Date project was completed* July 30th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Last seal was completed Wednesday.Thursday spent on final cleanup of slides and Friday spent on blading and brooming.Contractor started moving outfit to Dallas Thursday. Broom outfit and small maintenance outfit being kept on thid project and the Tillammok Secondary project for a few days. Final estimate will be completed by the end of next week.

RECEIVED
AUG 1 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J.H.Scott

Address Mohalem,Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

H-115

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				12.39	
Miles partially completed					
Miles completed				12.39	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				42	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM 320					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Till COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	28				14		42
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 3, Rollers 2, Mixers ....., Crushing or screening plants .....,
Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ...oiler 2, transports 6 trucks . . . . .

July	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 24th	Clear and hot all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2165

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AUG 2 1938
FOR FILING

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
1938
STATE HIGHWAY COMMISSION

191-E

6TH FLOOR YEON BUILDING
ATWATER 9521
Portland, Oregon

July 28th, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: J. C. Compton, McMinnville, Oregon

It is our understanding that Mr. Compton has been awarded the contract for surfacing the Wilson River Highway near Tillamook, Oregon.

As we anticipate furnishing petroleum products for this operation, we should like very much to have the attached questionnarie completed. Will you please give us the information desired and mail it to this office in the enclosed business reply envelope.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By L. Harbison

LH:IB
Enclosure

RECEIVED
JUL 11 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

Oregon F.A.P. Nos. 191-A, B, C, & D
Mills Bridge-Jordan Creek section
~~Wilson~~ River Highway

191-A,B,C,&D

July 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

Apr. 16117

Section A,
Oregon Federal Aid Project No. 191.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 23, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Federal Aid Project No. 191; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for the construction of a bituminous surface treatment over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $6,249.00 to $13,040.00 and that the Federal funds approved and set aside to the credit of said Section A be increased from $3,810.00 to $6,910.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of six thousand, nine hundred ten and no/100 dollars ($6,910.00) as the share of the United States payable

under said act on account of said Section A, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section A shall not in any event exceed the sum of six thousand, nine hundred ten and no/100 dollars ($6,910.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, forty and no/100 dollars ($13,040.00), the approved total estimated cost of said Section A."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of June, 1938, and the Secretary of Agriculture on the 24th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Marshall
Member, State Highway Commission

By _____
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. C. Fenny
Acting Chief, Bureau of Public Roads.

Section A, Oregon Federal Aid Project No. 191.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $13,040.00 in lieu of the $3,810.00 approved by Cert. of Jan. 11, 1937 as the total estimated cost of said project, and the sum of $6,910.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4620

RECEIVED
PORTLAND

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 6, 1938

RECEIVED
JUN 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 191-A
Mills Bridge-Deadman section
Wilson River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modification of agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

As 1937 Federal Aid funds, which will lapse unless placed under agreement by June 30, 1938, are involved, please permit no delay in consideration of this document.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
JUN 7 1938
POST OFFICE BUILDING
PORTLAND, OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

June 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 191-B
Deadman Creek-Brooks section
Wilson River Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

As 1937 Federal Aid funds, which will lapse unless placed under agreement by June 30, 1938, are involved, please permit no delay in consideration of this document.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

201

RECEIVED
JUN 13 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 8 1938
POST OFFICE BUILDING
PORTLAND, OREGON
OREGON
STATE HIGHWAY COMMISSION

June 6, 1938

Mr.R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 191-C
Brooks-Jordan section
Wilson River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modification of agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

As 1937 Federal Aid funds, which will lapse unless placed under agreement by June 30, 1938, are involved, please permit no delay in consideration of this document.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

June 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 191-A
Mills Bridge-Deadman section
Wilson River Highway

Dear Sir:

We are forwarding herewith two copies of proposed modification of agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

As 1937 Federal Aid funds, which will lapse unless placed under agreement by June 30, 1938, are involved, please permit no delay in consideration of this document.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Encl.

RECEIVED
MAY 28 1938
FOR FILING

May 27, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2065, which was awarded you by the State Highway Commission on April 28 for the oiling of the Mills Bridge-Jordan Creek Section of the Wilson River Highway, in Tillamook County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
MAY 27 1938
FOR FILING

191-A

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Mills Bridge-Deadman Creek Section, Project No. FA 191-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-A

MILLS BRIDGE-BEAUMAN CREEK SECTION

OF THE NESTUCCA RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate on basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1938

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 42,770.71
RFH Funds, Roadwork	$ 41,375.40
Length	2.140 miles

New Work, Surfacing (Contract No. 1904)

30	cu. yds.	Trench Excavation	$ 1.00	$ 30.00
2.14	miles	Roadbed Clean-up	175.00	374.50
90	lin. ft.	18" Concrete Pipe	2.25	202.50
3,600	cu. yds.	Rock in Top Course	1.34	4,824.00
200	cu. yds.	Filler	0.35	70.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-Gal.	Sprinkling	1.50	150.00
				$ 5,681

Oiling (Contract No. 2065)

50	cu. yds.	Removing Slides	$ 0.50	$ 25.00
2.14	miles	Preparation of Base	50.00	107.00
1,380	cu. yds.	Placing Mineral Aggregate	0.85	1,173.00
2,400	yd. mi.	Hauling Mineral Aggregate	0.12	288.00
26	tons	Emulsified or Cutback Asphalt	20.50	533.00
124	tons	Tar in Place	20.00	2,480.00
				$ 4,606

Subtotal	$10,287
10% Engr. & Cont.	1,028
Total	$11,315

Length	2.140 miles
Cost per mile	$ 5,287

Federal Aid Funds Requested	$ 6,910
State Funds	4,405
	$11,315

Non-participating Items (Contract No. 1904)

570	cu. yds.	1½" - ¾"	Crushed Rock in Stockpile	$ 1.25	$ 712.50
240	cu. yds.	¾" - ⅜"	Crushed Rock in Stockpile	1.25	300.00
390	cu. yds.	⅜" - ¼"	Crushed Rock in Stockpile	1.25	487.50
180	cu. yds.	¼" - 0"	Crushed Rock in Stockpile	1.25	225.00
					$1,725.00

State Funds for Construction: Chap. 173, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 27 1938
FOR FILING

191-B

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Deadman Creek-Brooks Section, Project No. FA 191-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B

ROADBAR CREEK-BROOKS SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1933

COMPLETED FEDERAL AID WORK

Final Cost	$ 121,987.27
BPR Funds Paid	$ 118,863.27
Length	5.362 miles

NEW WORK

Surfacing (Contract No. 1904)

60	cu. yds.	French Excavation	$ 1.00	$ 60.00
5.37	miles	Roadbed Clean-up	175.00	939.75
190	lin. ft.	18" Concrete Pipe	2.25	427.50
8,700	cu. yds.	Rock in Top Course	1.34	11,658.00
400	cu. yds.	Filler	0.35	140.00
400	yd. mi.	Hauling Filler	0.15	60.00
250	M-gal.	Sprinkling	1.50	375.00
				$ 13,660

Oiling (Contract No. 2065)

450	cu. yds.	Removing Slides	$ 0.50	$ 225.00
5.36	miles	Preparation of Base	50.00	268.00
3,460	cu. yds.	Placing Mineral Aggregate	0.85	2,941.00
4,100	yd. mi.	Hauling Mineral Aggregate	0.12	492.00
66	tons	Emulsified or Cutback Asphalt	20.50	1,353.00
312	tons	Tar in Place	20.00	6,240.00
				$ 11,519.00

Subtotal	$ 25,179
10% Engr. & Cont.	2,517
Total	$ 27,696

Length	5.362 miles
Cost per mile	$ 5,165

Federal Aid Funds Requested- $ 16,900
State Funds- 10,796

$ 27,696

Non-Participating (Contract No. 1226)

1,430	cu. yds.	1½" - ¾" Crushed Materials in Stockpile	$1.25	$1,787.50
580	cu. yds.	¾" - ⅜" Crushed Materials in Stockpile	1.25	725.00
990	cu. yds.	⅜" - ¼" Crushed Materials in Stockpile	1.25	1,237.50
460	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.25	575.00

$4,325

State Funds for Constructions Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 27 1938
FOR FILING

191-C

May 26, 1938

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Brooks-Jordan Creek Section, Project No. FA 191-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-C

BROOKS-TORDAN CREEK SECTION OF THE

SILVER RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1938

COMPLETED FEDERAL AID WORK

Total Final Cost- - - -

Non-Participating Items (Contract No. 1904)

1,120	cu. yds.	1½" - ¼" Crushed Materials in Stockpile	$1.25	$1,400.00
460	cu. yds.	¾" - ¼" Crushed Materials in Stockpile	1.25	575.00
760	cu. yds.	¾" - ¼" Crushed Materials in Stockpile	1.25	950.00
350	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.25	437.50
				$3,363

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 27 1938
FOR FILING

191-D

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Jordan Creek Section, Project No. 191-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-D

JORDAN CREEK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 25, 1938

Roadwork (Contract No. 1904)

All Required		Clearing and Grubbing			$ 3,000.00
400	sq. ft.	Felling Danger Trees	$ 0.90		360.00
250	cu. yds.	Trench Excavation	1.00		250.00
14,000	cu. yds.	Excavation, Single Classification	0.25		3,500.00
25,300	yd. sta.	Overhaul	0.015		379.50
1,100	yd. mi.	Truck Haul	0.16		176.00
0.73	mile	Finishing Roadbed and Slopes	300.00		219.00
3,800	lin. ft.	Rounding Cutbanks	0.10		380.00
170	lin. ft.	18" Concrete Pipe	2.25		382.50
70	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.55		388.50
3,800	cu. yds.	Rock in Subbase and Base	1.34		5,092.00
1,200	cu. yds.	Rock in Top Course	1.34		1,608.00
100	cu. yds.	Filler	0.35		35.00
100	yd. mi.	Hauling Filler	0.15		15.00
50	M-gal.	Sprinkling	1.50		75.00
				$	15,860

Oiling (Contract No. 2065)

50	cu. yds.	Removing Slides	$ 0.50	$	25.00
0.72	mile	Preparation of Base	50.00		36.00
470	cu. yds.	Placing Mineral Aggregate	0.85		399.50
2,000	yd. mi.	Hauling Mineral Aggregate	0.12		240.00
8	tons	Emulsified or Cutback Asphalt	20.50		164.00
41	tons	Tar in Place	20.00		820.00
				$	1,684.50

Subtotal	$ 17,544
10% Engr. & Cont.	1,754
Total	$ 19,298

Jordan Creek Bridge (Contract No. 1910)

85	cu. yds.	Excavation	$ 5.00	$ 425.00
10	cu. yds.	Excavation below plans	5.00	50.00
340	cu. yds.	Class "D" Concrete	24.00	8,160.00
62,000	lbs.	Metal Reinforcement	0.05	3,100.00
310	lin. ft.	Concrete Handrail	4.25	1,317.50
All Required		Remove Old Bridge and Maint. Traffic		837.00
			Subtotal	$ 13,889
			10% Engr. & Cont.	1,388
			Total	$ 15,277

Length of Roadway	0.723 mile
Length of Bridge	0.028 "
Total Length	0.751 "
Cost per mile, Roadway	$ 26,691

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Roadway	$ 19,298	$ 11,777	$ 7,521
Bridge	15,277	9,323	5,954
	$ 34,575	$ 21,100	$ 13,475

Non-participating Items (Contract No. 1924)

190	cu. yds.	1½" – ¼" Crushed Material in Stockpile	$ 1.25	$ 237.50
90	cu. yds.	¼" – #10 Crushed Material in Stockpile	1.25	112.50
130	cu. yds.	#8 – ¼" Crushed Material in Stockpile	1.25	162.50
60	cu. yds.	¼" – 0" Crushed Material in Stockpile	1.25	75.00
				$ 587

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

May 5, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2065 which was awarded you on April 28, 1938, covering the oiling of the Mills Bridge-Jordan Creek Section of the Wilson River Highway, in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages and relating to the payment by the contractor of a amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 2 1938
FOR FILING
1-1102-E

April 30, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

The State Highway Commission on April 28, 1938, awarded you the contract for 12.39 miles oil mat surface treatment and 1,000 cu. yds slide excavation on the Mills Bridge-Jordan Creek Section of the Wilson River Highway, in Tillamook County. This award was based on your low bid of $26,954.50 submitted on that date, using tar.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OR GON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM
cc - Mr. S. H. Probert

RECEIVED
MAY 27 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

191 D

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 191-A, B, C and D, Mills Bridge-Jordan Creek section of the Wilson River Highway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of April 12, 1938, authorizing the advertising of Oregon Federal Aid Projects 191-A, B, C and D, the Mills Bridge to Jordan Creek sections of the Wilson River Highway. In these letters we advised that our approval was subject to the condition that the stockpiled rock would be included as a non-participating item if our Washington Office would not approve it for Federal cooperation, which condition we understood met with your approval.

We are in receipt of advice that in view of the circumstances, the use of this stockpiled material as a non-participating item is approved. However, attention is called to Section 2 of Regulation 8 of the Rules and Regulations, which requires that the contractor shall furnish all materials entering into the work, except that with prior approval of the Chief of Bureau, stockpiling may be included but only then as a means of providing winter work when necessary and desirable.

We are also informed that further exceptions to this regulation will be approved most reluctantly, if at all.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 27 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

STATE HIGHWAY DEPT.
MAY 1 1938
POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

191-A

April 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

The P.S.& E. documents for Oregon F.A.P. 191-A, the Mills Bridge-Deadman Creek section of the Wilson River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Our recommendation for approval is also subject to the condition that the stockpiled rock will be included as a non-participating item in the project agreement estimate if our Washington Office is unable to approve it for Federal cooperation.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

April 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for oiling of the Mills Bridge-Deadman Creek Section, Project No. F. A. 191-A.

Five bid proposals and five sets of blueprint copies of revised summary sheet are being sent under separate cover.

As discussed with Mr. Caufield some weeks ago, we have included the stockpiled materials produced under the surfacing contract as participating items. It was his opinion that since the surfacing project had not been finaled, this procedure was permissible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-A

MILLS BRIDGE-DEADMAN CREEK SECTION

OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 2, 1938

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 42,770.71
BPR Funds, Roadwork	$ 41,375.40
Length	2.140 miles

New Work, Surfacing (Contract No. 1904)

30	cu. yds.	Trench Excavation	$ 1.00	$ 30.00
2.14	miles	Roadbed Clean-up	175.00	374.50
90	lin. ft.	18" Concrete Pipe	2.25	202.50
3,600	cu. yds.	Rock in Top Course	1.34	4,824.00
200	cu. yds.	Filler	0.35	70.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-Gal.	Sprinkling	1.50	150.00
570	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.25	712.50
240	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.25	300.00
390	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.25	487.50
180	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.25	225.00
				$ 7,406.00

Oiling (Estimated Prices)

50	cu. yds.	Removing Slides	$ 0.40	$ 20.00
2.14	miles	Preparation of Base	100.00	214.00
1,380	cu. yds.	Placing Mineral Aggregate	1.00	1,380.00
2,400	yd. mi.	Hauling Mineral Aggregate	0.15	360.00
26	tons	Emulsified or Cutback Asphalt	28.00	728.00
104	tons	SC-6 Road Oil in Place	28.00	2,912.00 (Alternate)
124	tons	Tar in Place	24.00	
				$ 5,614.00

Subtotal	$ 13,020
10% Engr. & Cont.	1,302
Total	$ 14,322

Length	2.140 miles
Cost per mile	$ 6,692

Federal Aid Funds Requested	$ 6,050
State Funds	8,272
	$ 14,322

RECEIVED
MAY 27 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

191-C

RECEIVED
APR 13 1938

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 191-B, the Deadman Creek-Brooks section of the Wilson River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Our recommendation for approval is also subject to the condition that the stockpiled rock will be included as a non-participating item in the project agreement estimate if our Washington Office is unable to approve it for Federal cooperation.

The estimate shows for filler 400 C.Y. and filler haul 400 Y.M. The summary sheet shows 450 for each of the above items. We are changing the summary sheet to conform to the estimate. Please refer to your note attached to letter of October 26, 1936, which called attention to error in these same items on this project. Your records should be corrected so that this error will not be repeated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

April 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for oiling of the Deadman Creek-Brooks Section, Project No. F. A. 191-B.

Five bid proposals and five sets of blueprint copies of revised summary sheet are being sent under separate cover.

As discussed with Mr. Caufield some weeks ago, we have included the stockpiled materials produced under the surfacing contract as participating items. It was his opinion that since the surfacing project had not been finaled, this procedure was permissible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B

MEADOWS CREEK-BROOKS SECTION OF THE

NELSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 2, 1938

COMPLETED FEDERAL AID WORK

Final Cost- $ 121,987.21
WPA Funds Paid- $ 118,868.27
Length- 5.362 miles

WPA WORK

Surfacing (Contract No. 1904)

60	cu. yds.	Trench Excavation	$ 1.00	$ 60.00
5.37	miles	Roadbed Clean-up	175.00	939.75
190	lin. ft.	18" Concrete Pipe	2.25	427.50
8,700	cu. yds.	Rock in Top Course	1.34	11,658.00
400	cu. yds.	Filler	0.35	140.00
400	yd. mi.	Hauling Filler	0.15	60.00
250	M-Gal.	Sprinkling	1.50	375.00
1,430	cu. yds.	1½" - ¼" Crushed Materials in Stockpile	1.25	1,787.50
580	cu. yds.	¼" - ½" Crushed Materials in Stockpile	1.25	725.00
990	cu. yds.	½" - ¼" Crushed Materials in Stockpile	1.25	1,237.50
460	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.25	575.00
			Subtotal	$ 17,985.25

Oiling (Estimated Prices)

450	cu. yds.	Removing Slides	$ 0.40	$ 180.00
5.36	miles	Preparation of Base	100.00	536.00
3,460	cu. yds.	Placing Mineral Aggregate	1.00	3,460.00
4,100	yd. mi.	Hauling Mineral Aggregate	0.15	615.00
66	tons	Emulsified or Cutback Asphalt	28.00	1,848.00
260	tons	SC-6 Road Oil in Place	28.00	7,280.00
312	tons	Tar in Place	24.00	(Alternate)
				$ 13,919.00

Subtotal	$ 31,904
10% Engr. & Cont.	3,190
Total	$ 35,094

Length	3.362 miles
Cost per mile	$ 6,544

Federal Aid Funds Requested	$ 14,740
State Funds	20,354
	$ 35,094

Oregon State Highway Department — Federal Aid Project No. 191-B

BRANHAM CREEK-BROOKS SECTION OF THE

NILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 2, 1938

COMPLETED FEDERAL AID WORK

Final Cost	$ 121,987.21
BPR Funds Paid	$ 118,868.27
Length	5.362 miles

BPR WORK

Surfacing (Contract No. 1904)

60	cu. yds.	Trench Excavation	$ 1.00	$ 60.00
5.37	miles	Roadbed Clean-up	175.00	939.75
190	lin. ft.	18" Concrete Pipe	2.25	427.50
8,700	cu. yds.	Rock in Top Course	1.34	11,658.00
400	cu. yds.	Filler	0.35	140.00
400	yd. mi.	Hauling Filler	0.15	60.00
250	M-Gal.	Sprinkling	1.50	375.00
1,430	cu. yds.	1½" – ¾" Crushed Materials in Stockpile	1.25	1,787.50
580	cu. yds.	¾" – ½" Crushed Materials in Stockpile	1.25	725.00
990	cu. yds.	½" – ¼" Crushed Materials in Stockpile	1.25	1,237.50
460	cu. yds.	¼" – 0" Crushed Materials in Stockpile	1.25	575.00
			Subtotal	$ 17,985.25

Oiling (Estimated Prices)

450	cu. yds.	Removing Slides	$ 0.40	$ 180.00
5.36	miles	Preparation of Base	100.00	536.00
3,460	cu. yds.	Placing Mineral Aggregate	1.00	3,460.00
4,100	yd. mi.	Hauling Mineral Aggregate	0.15	615.00
66	tons	Emulsified or Cutback Asphalt	28.00	1,848.00
260	tons	SC-6 Road Oil in Place	28.00	7,280.00
312	tons	Tar in Place	24.00	(Alternate)
				$ 13,919.00

Subtotal	$ 31,904
10% Engr. & Cont.	3,190
Total	$ 35,094

Length	3.362 miles	
Cost per mile	$ 6,544	
Federal Aid Funds Requested		$ 14,740
State Funds		20,354
		$ 35,094

RECEIVED
MAY 27 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

191-C

MONTANA
OREGON
WASHINGTON

APR 13 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 191-C, the Brooks-Jordan Creek section of the Wilson River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Our recommendation for approval is also subject to the condition that the stockpiled rock will be included as a non-participating item in the project agreement estimate if our Washington Office is unable to approve it for Federal cooperation.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

April 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for oiling of the Brooks-Jordan Creek Section, Project No. F. A. 191-C.

Five bid proposals and five sets of blueprint copies of revised summary sheet are being sent under separate cover.

As discussed with Mr. Caufield some weeks ago, we have included the stockpiled materials produced under the surfacing contract as participating items. It was his opinion that since the surfacing project had not been finaled, this procedure was permissible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-C

BROOKS-JORDAN CREEK SECTION OF THE

NELSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

Note: Statement of completed work will be submitted prior to submission of final voucher.

Hwy Work, Surfacing

21,200	cu. yds.	Rock in Sub-base and Base	@	1.34	$ 28,408.00
6,800	cu. yds.	Rock in Top Course		1.34	9,112.00
400	cu. yds.	Filler		0.35	140.00
400	yd. mi.	Hauling Filler		0.15	60.00
200	M-Gal.	Sprinkling		1.50	300.00
		Subtotal			$ 38,020
		10% Engr. & Cont.			3,802
		Total			$ 41,822
		Length		4.168 miles	
		Cost per mile		$ 10,034	

Federal Aid Funds Requested - $ 25,510 (61%)
State Funds - 16,312
$ 41,822

State Funds for Constructions Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

Oregon State Highway Department

Federal Aid
Project No. 191-C

BROOKS-JORDAN CREEK SECTION OF THE

SALEM-RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement)

Salem, Oregon, April 2, 1938

COMPLETED FEDERAL AID WORK

Total Final Cost	$223,436.00
WPH Funds	222,962.00
Length	4.168 miles

NEW WORK

Surfacing (Contract No. 1904):

21,200	cu. yds.	Rock in Sub-base and Base	$ 1.34	$ 28,408.00
6,800	cu. yds.	Rock in Top Course	1.34	9,112.00
400	cu. yds.	Filler	0.35	140.00
400	yd. mi.	Hauling Filler	0.15	60.00
200	M-Gal.	Sprinkling	1.50	300.00
1,120	cu. yds.	1½" - 3/4" Crushed Materials in Stockpile	1.25	1,400.00
460	cu. yds.	3/4" - ½" Crushed Materials in Stockpile	1.25	575.00
760	cu. yds.	½" - ¼" Crushed Materials in Stockpile	1.25	950.00
350	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.25	437.50
				$ 41,382.50

Oiling (Estimated Prices):

450	cu. yds.	Removing Slides	$ 0.40	$ 180.00
4.17	miles	Preparation of Base	100.00	417.00
2,690	cu. yds.	Placing Mineral Aggregate	1.00	2,690.00
4,500	yd. mi.	Hauling Mineral Aggregate	0.15	675.00
50	tons	Emulsified or Cutback Asphalt	28.00	1,400.00
202	tons	SC-6 Road Oil in Place	28.00	5,656.00
243	tons	Tar in Place	24.00	Alternate
				$ 11,018.00

Sub-total	$ 52,400
10% Engr. & Cont.	5,240
Total	$ 57,640

Length	4.168 miles	
Cost per mile	$13,809	
Federal Aid Funds Requested		$ 29,900
State Funds		27,740
		$ 57,640

FAP 191-C

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Public Roads

District one

April 28, 1938

Mr. R. H. Baldoc k
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 191-A, B, C and D, Mills Bridge-Jordan Creek section of the Wilson River Nighway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTUR E

Bureau of Public Roads
District one

April 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of April 12, 1938, authorizing the advertising of Oregon Federal Aid Projects 191-A, B, C and D, the Mills Bridge to Jordan Creek sestions of the Wilson River Highway. In these letters we advised that our approval was subject to the condition that the stockpiled rock would be included as a non-participating item if our Washingt on Office would not approve it for Federal cooperation, which condition we understood met with your approval.

We are in receipt of advice that in view of the circumstances, the use of this stockpiled material as a non-participating item is approved. However, attention is called to Section 2 of Regulation 8 of the Rules and Regulations, which requires that the contractor shall furnish all materials entering into the work, except that with prior approval of the Chief of Bureau, stockpiling may be included but only then as a means of providing winter work when necessary and desirable.

We are also informed that further exceptions to this regulation will be approved most reluctantly, if at all.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 27 1938
FOR FILING

RECEIVED
1 1 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

191-D

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 191-D, the Jordan Creek section of the Wilson River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Our recommendation for approval is also subject to the condition that the stockpiled rock will be included as a non-participating item in the project agreement estimate if our Washington Office is unable to approve it for Federal cooperation.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

April 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate to accompany plans and specifications for oiling of the Jordan Creek Section, Project No. F. A. 191-D.

Five bid proposals and five sets of blueprint copies of revised summary sheet are being sent under separate cover.

As discussed with Mr. Canfield some weeks ago, we have included the stockpiled materials produced under the surfacing contract as participating items. It was his opinion that since the surfacing project had not been finaled, this procedure was permissible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-D

JORDAN CREEK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, April 2, 1938

Roadwork (Contract No. 1904)

All Required		Clearing and Grubbing		$ 3,000.00
400	sq. ft.	Felling Danger Trees	$ 0.90	360.00
250	cu. yds.	Trench Excavation	1.00	250.00
14,000	cu. yds.	Excavation, Single Classification	0.25	3,500.00
25,300	yd. sta.	Overhaul	0.015	379.50
1,100	yd. mi.	Truck Haul	0.16	176.00
0.73	mile	Finishing Roadbed and Slopes	300.00	219.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
170	lin. ft.	18" Concrete Pipe	2.25	382.50
70	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.55	388.50
3,800	cu. yds.	Rock in Subbase and Base	1.34	5,092.00
1,900	cu. yds.	Rock in Top Course	1.74	1,306.00
100	cu. yds.	Filler	0.35	35.00
100	yd. mi.	Hauling Filler	0.15	15.00
50	M-Gals.	Sprinkling	1.50	75.00
190	cu. yds.	1½" - 3/4" Crushed Materials in Stockpile	1.25	237.50
90	cu. yds.	3/4" - ½" Crushed Materials in Stockpile	1.25	112.50
130	cu. yds.	½" - ¼" Crushed Materials in Stockpile	1.25	162.50
60	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.25	75.00
				$16,447.50

Oiling (Estimated Prices)

50	cu. yds.	Removing Slides	$ 0.40	$ 20.00
0.72	mile	Preparation of Base	100.00	72.00
470	cu. yds.	Placing Mineral Aggregate	1.00	470.00
2,000	yd. mi.	Hauling Mineral Aggregate	0.15	300.00
8	tons	Emulsified or Cutback Asphalt	28.00	224.00
34	tons	SC-6 Road Oil in Place	28.00	952.00
41	tons	Tar in Place	24.00	Alternate
				$ 2,038.00

Sub-total	$18,485
10% Engr. & Cont.	1,848
Total	$20,333

Jordan Creek Bridge (Contract No. 1910)

83	cu. yds.	Excavation	$ 5.00	$ 425.00
10	cu. yds.	Excavation below plans	3.00	30.00
340	cu. yds.	Class "D" Concrete	24.00	8,160.00
62,000	lbs.	Metal Reinforcement	0.05	3,100.00
310	lin. ft.	Concrete Handrail	4.25	1,317.50
All Required		Remove Old Bridge and Maint. Traffic		837.00
			Sub-total	$ 13,889
			10% Engr. & Cont.	1,388
			Total	$ 15,277

Length of Roadway	0.723 mile
Length of Bridge	0.028 mile
Total Length	0.751 mile
Cost per mile, Roadway	$28,123

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Roadway	$20,333	$11,860	$ 8,473
Bridge	15,277	8,910	6,367
	$35,610	$20,770	$14,840

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

Stencil No. 3. BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 191-A, Mills Bridge-Deadman Creek, Wilson River Highway, _____, was made by a representative of this office on September 10, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Highway Engineer

From

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 191-B, Deadman Creek-Brooks Section, Wilson River Highway, _____, was made by a representative of this office on September 10, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Highway Engineer

RECEIVED
OCT 11 1937
FOR FILING

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 191-C, Brooks-Jordan Creek Section, Wilson River Highway, _____, was made by _____, a representative of this office on September 10, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Highway Engineer

RECEIVED
JAN 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 191-B
Deadman Creek-Brooks Sec.,
Wilson River Highway.

January 22, 1937

191-B

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

JAN 25 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hyjm 24945

Form P. R. 2

State Oregon

Project No. 191, Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of November, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 21st day of July, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, one hundred seventy and no/100

dollars ($ 9,170.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 405+00 at the east end of Section A of said project in the NW 1/4, Sec. 17, T. 1 S., R. 8 W., W.M., and survey station 690+00 at the west end of Section C of said project in the NE 1/4, Sec. 12, T. 1 S., R. 8 W., W.M. (excepting therefrom that portion between survey stations 605+60 and 608+50),

, length 5.362 miles, in Tillamook County, being Section B of Oregon project No. 191, consisting of 5.362 miles of roadway and 20 bridges, each of more than 20 feet clear span, of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Hig[illegible] Department will construct or cause to be constructed to final completion said project, in strict co[illegible]nce with said plans and specifications, which are made a part hereof, under its direct supervision, w[illegible] shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of nine thousand, one hundred seventy and no/100 dollars ($ 9,170.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, twenty-six and no/100 dollars ($ 15,026.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements w. be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of January, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. A. Tracy

Acting Chief, Bureau of Public Roads.

8—5618

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 191-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 15,026.00 as the total estimated cost of said project, and the sum of $ 9,170.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By [signature] Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4899

RECEIVED
JAN 24 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 191-A,
Mills Bridge-Deadman Creek Sec.,
Wilson River Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

191-2

January 22, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

JAN 25 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

Agr. 16117

Form P. R. 2

State Oregon

Project No. 191, Sec. A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of November, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 21st day of July, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, eight hundred ten and no/100

dollars ($3,810.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 292+10 in the NW 1/4, Sec. 24, T. 1 S., R. 9 W., W.M., and survey station 405+00 at the westerly end of Section B of said project in the NW 1/4, Sec. 17, T. 1 S., R. 8 W., W.M.,

, length 2.140 miles, in Tillamook County, being Section A of Oregon project No. 191, consisting of 2.140 miles of roadway and no bridges, of more than 20 feet clear span,

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of three thousand, eight hundred ten and no/100 dollars ($ 3,810.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six thousand, two hundred forty-nine and no/100 dollars ($ 6,249.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of January, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

RECEIVED

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 191-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $6,249.00 as the total estimated cost of said project, and the sum of $3,810.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4000

RECEIVED
JUL 11 193
FOR FILING

Appr. 3011

Section D,
Oregon Federal Aid Project No. 191.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 23, 1936, by the Oregon State Highway Commission, and on January 11, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon Federal Aid Project No. 191; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section D to provide for the construction of a bituminous surface treatment over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section D be increased from $32,723.00 to $35,162.00, and that the Federal funds approved and set aside to the credit of said Section D be increased from $19,970.00 to $21,100.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-one thousand, one hundred and no/100 dollars ($21,100.00) as the share of the United States payable under said act on account of said Section D, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

For

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section D shall not in any event exceed the sum of twenty-one thousand, one hundred and no/100 dollars ($21,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, one hundred sixty-two and no/100 dollars ($35,162.00), the approved total estimated cost of said Section D."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of June, 1938, and the Secretary of Agriculture on the 24th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By E. B. Aschim
Member, State Highway Commission

By _____
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By M. O'Toole
Acting Chief, Bureau of Public Roads.

Section D,
Oregon Federal Aid Project No. 191.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-D, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 35,162.00 in lieu of the $19,970.00 approved by Cert. of Jan. 11, 1937 as the total estimated cost of said project, and the sum of $ 21,100.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

RECEIVED
NOV 17 1936
FOR FILING

FAT TI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAP 191-A
Mills Bridge-Deadman Creek Sec.
Wilson River Highway.

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 17 19[illegible]
FOR F[illegible]

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 191-B
Deadman Creek-Brooks Sec.,
Wilson River Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

191-A

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hills Bridge-Deadman Creek Section, F. A. Project No. 191-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-A

MILLS BRIDGE-DARIAN CREEK SECTION

OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

Summary of Combined Federal Aid Work

Total Cost, Roadwork	$42,770.71
WPH Funds, Roadwork	$41,375.40
Length	2.140 miles

New Work, Surfacing

30	cu. yds.	Trench Excavation	$ 1.00	$ 30.00
2.14	miles	Roadbed Clean-up	175.00	374.50
90	lin. ft.	18" Concrete Pipe	2.25	202.50
3,600	cu. yds.	Rock in Top Course	1.34	4,824.00
200	cu. yds.	Filler	0.35	70.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-Gal.	Sprinkling	1.50	150.00
			Subtotal	$ 5,681
			10% Engr. & Cont.	568
			Total	$ 6,249

Length	2.140 miles
Cost per mile	$ 2,920

Federal Aid Funds Requested	$ 3,810 (61%)
State Funds	2,439
	$ 6,249

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

191-B

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. H. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Deadman Creek-Brooks Section, F. A. Project No. 191-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B

DRAPIAN CREEK-BRIDGE SECTION OF

THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

Note: Statement of completed work to be submitted prior to submission of final voucher.

New Work, Surfacing

60	cu. yds.	Trench Excavation	$ 1.00	$ 60.00
5.37	miles	Roadbed Clean-up	175.00	939.75
190	lin. ft.	18" Concrete Pipe	2.25	427.50
8,700	cu. yds.	Rock in Top Course	1.34	11,658.00
400	cu. yds.	Filler	0.35	140.00
400	yd. mi.	Hauling Filler	0.15	60.00
250	M-Gal.	Sprinkling	1.50	375.00
			Subtotal	$13,660
			10% Engr. & Cont.	1,366
			Total	$15,026

Length 5.362 miles
Cost per mile $ 2,802

Federal Aid Funds Requested - $ 9,170
State Funds - 5,856

$15,026

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

191-B

RECEIVED
OCT 28 1936
FOR FILING

July 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Deadman Creek-Brooks Section, Federal Aid Project No. 191-B.

Five bid proposals and five blueprint copies of Sheet No. 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B

DEADMAN CREEK-HEROLD SECTION OF

THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 17, 1936

Note: Statement of completed work to be submitted prior to submission of final voucher.

Max Work, Surfacing

60	cu. yds.	Trench Excavation	$ 1.00	$ 60.00
5.37	miles	Roadbed Clean-up	200.00	1,074.00
190	lin. ft.	18" Concrete Pipe	2.50	475.00
8,700	cu. yds.	Rock in Top Course	1.70	14,790.00
450	cu. yds.	Filler	0.40	180.00
450	yd. mi.	Hauling Filler	0.20	90.00
250	M-Gal.	Sprinkling	2.00	500.00
		Subtotal		$ 17,169.00
		10% Engr. & Cont.		1,716.90
		Total		$ 18,885.90

Length 5.369 miles
Cost per mile $ 3,517.58

Federal Aid Funds Requested - $ 11,520.39 (61%)
State Funds - 7,365.51

$ 18,885.90

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. 191-B, The Deadman Creek-Brooks Section of the Wilson River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

July 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & H. documents for Oregon Federal Aid Project No. 191-B, The Deadman Creek-Brooks Section of the Wilson River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Cornfield
Highway Engineer

191-A

RECEIVED
OCT 28 1936
FOR FILING

July 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Mills Bridge-Deadman Creek Section, Federal Aid Project No. 191-A.

Five bid proposals and five blueprint copies of sheet No. 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-A

MILLS BRIDGE-DEADMAN CREEK SECTION

OF THE NILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 17, 1936

Summary of Completed Federal Aid Work

Total Cost, Roadwork	$ 42,770.71
FAH Funds, Roadwork	$ 41,375.40
Length	2.140 miles

New Work, Surfacing

30	cu. yds.	Trench Excavation	$ 1.00	$ 30.00
2.14	miles	Roadbed Clean-up	200.00	428.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
3,600	cu. yds.	Rock in Top Course	1.70	6,120.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
200	M-Gal.	Sprinkling	2.00	400.00
			Subtotal	$ 7,303.00
			10% Engr. & Cont.	730.30
			Total	$ 8,033.30

Length	2.140 miles
Cost per mile	$ 3,753.87

Federal Aid Funds Requested	$ 4,900.31	(61%)
State Funds	3,132.99	
	$ 8,033.30	

CONTRACT# [redacted] 2065

FAS 213-I Walluski River Bridge Sec., 1938
Nehalem Secon. Hwy.
2066

RECEIVED
DEC 27 19..

FAS 213-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 213-I, Walluski River Bridge, was made by a representative of this office on December 6, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

FAS 213-I

RECEIVED
DEC 27 1939
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

November 1, 1939

RECEIVED
NOV 2 - 1939
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 213-I
Walluski River Bridge

Dear Sir:

Just one year ago the Walluski River Bridge reconstruction was completed with the exception of the erection of distant warning gates either side of the draw span. It is understood that these gates have been purchased by the State and have been ready for erection since last fall.

As we are holding this project in an incomplete state until these gates are erected, it is recommended that steps be taken to have these gates erected in the near future in order that project may be finalled without further delay, and also to place the project in position for approval of final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

Copy to Parsons, Nov. 6th

NOTED
C. A. McCullough

On Dec. 16th, Parsons stated that gates had been installed and Bureau notified.

C
O

RECEIVED
MAY 1 - 1939
FOR FILING

OREGON STATE AGRICULTURAL COLLEGE
School of Agriculture Experiment Station
Extension Service
April 17, 1939

John Jacob Astor
Branch Experiment Station
Astoria, Oregon

RECEIVED TO
By Asst. State Highway Engineer

Mr. Carrol Seeley
State Highway Department
Astoria, Oregon

Dear Mr. Seeley:

I am glad to advise that the work which your department has done, in connection with the relaying of the tile system and replacing of fence along the new highway, has been satisfactorily completed.

May I express my sincere thanks to you and your superiors for repairing the damage done by the new highway fill.

Yours very truly,

(Signed)

H. B. Howell
Superintendent

HBH:mb

cc--Dean Wm. A. Schoenfeld

Noted 4/18/39
C.C.S.

Mr. Eason -

The above refers to work done by the maintenance crew, in restoring drainage to fences on the area in the vicinity of the Walluski Bridge.

C. C. Seeley

4-21-39
Copy for Mr. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 16 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

March 13, 1939

IN REPLY PLEASE
REFER TO FILE NO.

104-1024

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e .

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Replying to your letter of March 9th, regarding the obligations of the State in connection with the revamping of the drainage on the property owned by the Oregon State College adjacent to the recent Walluski Bridge construction, you are advised that this drainage work has been in progress during the last two months, the reconstruction being done in accordance with the plans and desires of Mr. Howell, Superintendent of the Experiment Farm.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED
State Highway Engineer

FDE:AM
cc Mr. R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

March 13, 1939

IN REPLY PLEASE REFER TO FILE NO.

104-1024

FAS-213-J

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Replying to your letter of March 9th, regarding the obligations of the State in connection with the revamping of the drainage on the property owned by the Oregon State College adjacent to the recent Wallnski Bridge construction, you are advised that this drainage work has been in progress during the last two months, the reconstruction being done in accordance with the plans and desires of Mr. Howell, Superintendent of the Experiment Farm.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

RECEIVED
MAR 10 1939
FOR FILING

March 9, 1939

Mr. F. D. Bacon
Division Engineer
O F F I C E

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of June 30, 1938, relating to the embankment work that was constructed in connection with the rebuilding of the Walluski Bridge.

Mr. Baldock would like to know whether or not we have fulfilled our obligation with respect to this matter. Will you please advise.

Very truly yours,

Secretary

MBG:MEL

cc - R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 9, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
O F F I C E

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of June 30, 1938, relating to the embankment work that was constructed in connection with the reculiding of the Walluski Bridge.

Mr. Baldock would like to know whether or not we have fulfilled our obligation with respect to this matter. Will you please advise.

Very truly yours,

Secretary

EBG:MBL

cc - R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JAN 10 1939
FOR FILING

2066

January 9, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2066, for the construction of a bridge over Walluski River near Astoria on the Nehalem Secondary Highway in Clatsop County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 19, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will by $40,091.15, including the final payment. Of this amount $987.91, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 10 1938
STATE HIGHWAY COMMISSION

POSTOFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 213-I
Walluski River Bridge
Nehalem Highway

FAS 213-I

December 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jron

Appr. 36425

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 213-I

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of August, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of April, 19 37, a revised project statement, which was approved by the Secretary on the 26th day of April, 19 37, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty-six thousand, thirty and 00/100

dollars ($ 26,030.00) as the share of the United States payable under said act on account of Section I of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 288, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 29+00 in the NE 1/4 of Section 28, and survey station 52+00 in the SE 1/4 of Section 28, all in T. 8 N., R. 9 W., W. M.

, length 0.435 of a mile in Clatsop County, being Section I of Oregon Fed.Aid Secondary project No. FAS 213, consisting of 0.343 of a mile of roadway and one bridge each of more than 20 feet clear span, 0.092 of a mile in length.

8—3518

RECEIVED AUG 25 1938 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I of said project shall not in any event exceed the sum of twenty-six thousand, thirty and 00/100 dollars ($ 26,030.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-two thousand, six hundred sixty-five and 00/100 dollars ($ 42,665.00), the approved total estimated cost of Section I of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 288, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of NOV 17 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 6—5618

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS-213-I State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 42,665.00 as the total estimated cost of said project, and the sum of $ 26,050.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of NOV 17 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. M. Teagy
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4880

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLEVELAND, SECRETARY

RECEIVED
NOV 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

70 d 2 13 3

October 26, 1938
November 25, 1938

IN REPLY PLEASE REFER TO FILE NO.

104-104

NOTE

Mr. H. H. Chaplin
Secretary
State Highway Commission

R. H. Baldock,
State Highway Engineer,
O f f i c e

Attention: Mr. J. N. Bishop

Dear Sir:

For your information, Mountain States Construction Company completed their work on contract number 2066, Walluski River Bridge section of the Nehalem Secondary Highway, on October 12, 1938.

We are transmitting herewith an invoice in quadruplicate billing the Mountain States Construction Company for 60 lineal feet of galvanized cable which disappeared along with some treated piling sold to them for use on the Walluski River Bridge.

A copy of a letter from H. M. Teel, Resident Bridge Engineer, explaining the circumsta nces is also included.

Yours very truly,
F. D. Eason,
Division Engineer.

By
G. W. Ross,
Office Engineer.

GWR
cc R. H. Baldock

FORM S-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

2066 S

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

7A-1213-

October 26, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

For your information, Mountain States Construction Company completed their work on contract number 2066, Walluski River Bridge section of the Nehalem Secondary Highway, on October 12, 1938.

Will you please secure authority from the Commission to pay the final estimate on this job?

This will not require an extension of time, as the specified completion date was October 31, 1938.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH

REFERRED TO McFarland BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 16, 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
RECEIVED
OCT 21 1938
FOREIGN
PORTLAND, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

104-1024

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. G. S. Paxson.

Dear Sir:

We are transmitting herewith the semi-final estimate for the Balluski Bridge Project, contract No. 2066. There are also included two price agreements for piling cut-off and an invoice billing the contractor for certain work done by state forces. A copy of the engineer's explanation of overruns and underruns has been sent to you direct by Mr. Teel. Bills, pay rolls and supporting data for Extra Work Orders numbers 2, 3 and 4 are being held in this office for further study of rates and prices. They will be forwarded within the next few days.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. BOSS,
Office Engineer.

GWB:AM
cc R. H. Baldock

(Stencil #28)

RECEIVED
AUG 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY REFER TO FILE No. Oregon FAS 213-I
Walluski River Bridge
Nehalem Highway

POST OFFICE BUILDING
PORTLAND, OREGON

213

August 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 11 1938
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
JUN 10 1938
FOR FILING

FAS 213-I

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Walluski River Bridge Section, Project No. FAS 213-I.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-E

WALLOWA RIVER BRIDGE SECTION

OF THE WALLOWA HIGHWAY IN CLARKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1938

Roadway

All Required		Clearing and Grubbing		$ 100.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
24,700	cu. yds.	Excavation, Single Classif.	.30	7,410.00
1,500	yd. sta.	Overhaul	.02	30.00
15,700	yd. mi.	Truck Haul	.10	1,570.00
.34	mile	Finishing Roadbed and Slopes	400.00	136.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
70	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.00	70.00
60	lin. ft.	18" Corr. Iron Pipe, Protected Invert	1.60	96.00
80	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.00	400.00
1,800	sq. yds.	Removal of Old Pavement	.40	720.00
1,200	cu. yds.	3" – 0" Crushed Rock in Surfacing	1.50	1,800.00
400	cu. yds.	1" – 0" Crushed Rock in Surfacing	2.00	800.00
150	cu. yds.	Filler	.50	75.00
150	yd. mi.	Hauling Filler	.15	22.50
100	M-gal.	Sprinkling	1.50	150.00
		Subtotal		$ 13,479
		10% Engr. & Cont.		1,347
		Total		$ 14,826

Bridge

3,600	lin. ft.	Untreated Piling	$ .60	$ 2,160.00
5,000	lin. ft.	Treated Piling	1.00	5,000.00
20	M-FBM	Untreated Lumber	55.00	1,100.00
42	M-FBM	Cedar Lumber	73.00	3,066.00
120	M-FBM	Treated Lumber	80.00	9,600.00
1,000	lin. ft.	Wood Handrail	.95	950.00
26,000	lbs.	Structural Steel	.0725	1,885.00

All Required	Clean and Paint Steel			$ 500.00
All Required	Remove Present Bridge			500.00
2 only	Double Roadway Gates		60.00	120.00
All Required	Move and Rearrange Existing Steel			428.00
		Subtotal		$ 25,309
		10% Engr. & Cont.		2,530
		Total		$ 27,839

Length of Roadway	0.343 mile
Length of Bridge	0.092 mile
Total Length	0.435 mile
Cost per mile, Roadway	$ 43,224

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Fed Funds	State Funds
Roadway	$ 14,826	$ 9,045	$ 5,781
Bridge	27,832	16,985	10,854
	$ 42,665	$ 26,030	$ 16,635

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 288, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 286, Laws 1931

RECEIVED
MAY 28 1938
FOR FILING

213-2

May 27, 1938

MARYLAND CASUALTY COMPANY
Hanson & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded on April 28 and 29, respectively, to the Mountain States Construction Company:

Contract No. 2063, for paving, on the Siuslaw Junction-Ross Station Section of the Pacific Highway, in Lane County;

Contract No. 2066, for the construction of a bridge over the Nehalem River, on the Nehalem Secondary Highway, in Clatsop County.

These copies are for your records and files, inasmuch as you are surety for the contractors on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

Fad 213-2

May 4, 1938

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2066 which was awarded to you on April 29, 1938, covering bridge construction over the Walluski River on the Nehalem Secondary Highway, in Clatsop County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the provision under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your operations under this contract in conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the printed Federal provisions on colored paper, which page contains the stipulation that the contractor is liable for amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

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JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 213-I, the Walluski River Bridge section of the Nehalem Secondary Highway, to Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

74 X
213-2

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 1
POST OFFICE BUILDING
PORTLAND, OREGON
OREGON
STATE HIGHWAY COMMISSION

April 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-I, the Walluski River Bridge section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

FAS-213-I

April 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Walluski Bridge Section, Project No. FAS 213-I.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

It is proposed to oil this project by State Forces without Federal participation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 213-A

BALLSTON RIVER BRIDGE SECTION
OF THE ASTORIA HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 13, 1938

Roadway

All Required		Clearing and Grubbing		$ 500.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
24,700	cu. yds.	Excavation, Single Classif.	.30	7,410.00
1,500	yd. sta.	Overhaul	.02	30.00
15,700	yd. mi.	Truck Haul	.15	2,355.00
.34	mile	Finishing Roadbed and Slopes	350.00	119.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
70	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.50	105.00
60	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	150.00
80	lin. ft.	36" Corr. Iron Pipe, Protected Invert	6.50	520.00
1,800	sq. yds.	Removal of Old Pavement	.40	720.00
1,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.75	2,100.00
400	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.75	700.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.15	22.50
100	M-Gal.	Sprinkling	1.50	150.00
			Subtotal	$ 15,041
			10% Engr. & Cont.	1,504
			Total	$ 16,545

Bridge

3,600	lin. ft.	Untreated Piling	$ .50	$ 1,800.00
5,000	lin. ft.	Treated Piling	1.00	5,000.00
20	M-FBM	Untreated Lumber	60.00	1,200.00
120	M-FBM	Treated Lumber	115.00	13,800.00
42	M-FBM	Cedar Lumber	60.00	2,520.00
1,000	lin. ft.	Wood Handrail	1.00	1,000.00

28,000 lbs.	Structural Steel	$ .40	$ 2,600.00
All Required	Clean and Paint Steel		300.00
All Required	Remove Present Bridge		400.00
2 only	Double Roadway Gates	75.00	150.00
All Required	Move and Rearrange Existing Steel		1,250.00
	Subtotal		$ (30,220 +)
	10% Engr. & Contg.		3,022
	Total		$ 33,242

Length of Roadway	0.343 mile
Length of Bridge	0.092 mile
Total Length	0.435 mile
Cost per mile, Roadway	$ 48,236

SUMMARY OF ESTIMATED EXPENDITURES

	Total Cost	FAS Funds	State Funds
Roadway	$ 16,345	$ 10,093	$ 6,452
Bridge	33,242	20,277	12,965
	$ 49,787	$ 30,370	$ 19,417

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 213-A

BALLENA RIVER BRIDGE SECTION

OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 12, 1938

Roadway

All Required		Clearing and Grubbing		$ 500.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
24,700	cu. yds.	Excavation, Single Classif.	.30	7,410.00
1,500	yd. sta.	Overhaul	.02	30.00
15,700	yd. mi.	Truck Haul	.15	2,355.00
.34	mile	Finishing Roadbed and Slopes	350.00	119.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
70	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.50	105.00
60	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	150.00
80	lin. ft.	36" Corr. Iron Pipe, Protected Invert	6.50	520.00
1,800	sq. yds.	Removal of Old Pavement	.40	720.00
1,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.75	2,100.00
400	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.75	700.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.15	22.50
100	M-Gal.	Sprinkling	1.50	150.00
			Subtotal	$ 15,041
			10% Engr. & Cont.	1,504
			Total	$ 16,545

Bridge

3,600	lin. ft.	Untreated Piling	$ .50	$ 1,800.00
5,000	lin. ft.	Treated Piling	1.00	5,000.00
20	M-FBM	Untreated Lumber	60.00	1,200.00
120	M-FBM	Treated Lumber	115.00	13,800.00
36	M-FBM	Cedar Lumber	60.00	2,160.00
1,000	lin. ft.	Wood Handrail	1.00	1,000.00

26,000 lbs.	Structural Steel	$ .10	$ 2,600.00
All Required	Clean and Paint Steel		500.00
All Required	Remove Present Bridge		400.00
2 only	Double Roadway Gates	75.00	150.00
All Required	Move and Rearrange Existing Steel		1,250.00
	Subtotal		$ 29,860
	10% Engr. & Cont.		2,986
	Total		$ 32,846

Length of Roadway	0.343 mile
Length of Bridge	0.092 mile
Total Length	0.435 mile
Cost per mile, Roadway	$ 48,236

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 16,545	$ 10,093	$ 6,452
Bridge	32,846	20,037	12,809
	$ 49,391	$ 30,130	$ 19,261

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-A

WALLOWA RIVER BRIDGE SECTION OF THE

WENAHA HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 11, 1938

Roadway

All Required		Clearing and Grubbing		$ 500.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
24,700	cu. yds.	Excavation, Single Classif.	.30	7,410.00
1,500	yd. sta.	Overhaul	.02	30.00
15,700	yd. mi.	Truck Haul	.15	2,355.00
.34	mile	Finishing Roadbed and Slopes	350.00	119.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
70	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.50	105.00
60	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	150.00
80	lin. ft.	36" Corr. Iron Pipe, Protected Invert	6.50	520.00
1,800	sq. yds.	Removal of Old Pavement	.40	720.00
1,200	cu. yds.	3" - 0" Crushed Rock in Surfacing	1.75	2,100.00
400	cu. yds.	1" - 0" Crushed Rock in Surfacing	1.75	700.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.15	22.50
100	M-Gal.	Sprinkling	1.50	150.00
		Subtotal		$ 15,041
		10% Engr. & Cont.		1,504
		Total		$ 16,545

Bridge

3,600	lin. ft.	Untreated Piling	$ .50	$ 1,800.00
5,000	lin. ft.	Treated Piling	1.00	5,000.00
20	M-FBM	Untreated Lumber	60.00	1,200.00
120	M-FBM	Treated Lumber	115.00	13,800.00
36	M-FBM	Cedar Lumber	60.00	2,160.00
1,000	lin. ft.	Wood Handrail	1.00	1,000.00

26,000 lbs.	Structural Steel		$ .10	$ 2,600.00
All Required	Clean and Paint Steel			500.00
All Required	Remove Present Bridge			400.00
2 only	Double Roadway Gate		75.00	150.00
		Subtotal		$ 28,630
		10% Engr. & Cont.		2,861
		Total		$ 31,471

Length of Roadway	0.343 mile
Length of Bridge	0.092 mile
Total Length	0.435 mile
Cost per mile, Roadway	$ 48,236

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 16,545	$ 10,093	$ 6,452
Bridge	31,471	19,197	12,274
	$ 48,016	$ 29,290	$ 18,726

FORM S-S-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
Bridge Engineer

Adm
H & Gen'l
War Dept.

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 14, 1938

7AS 213 I

District Engineer
First District
War Department
Pittock Block
Portland, Oregon

Dear Sir:

Attached hereto is a tracing and four prints of a modified plan and elevation for the proposed Walluski River Bridge near Astoria in Clatsop County. Under date of October 28, 1936 you notified us of approval of the reconstruction of this bridge. This approval was based upon a 53' clear channel on each side of the center pier of the swing span. In establishing this clearance we contemplated a bridge with a 20' roadway. The United States Bureau of Public Roads now require a minimum roadway of 26' for this structure. We are in accord with this requirement. In widening the bridge to 26' the deck will overhang the 53' channel by 3' on each side. The full 53' of clearance can not be provided without replacing or extensively rebuilding the present steel girder. We therefore request that a modification of this permit be granted reducing the horizontal clearance to 50'. The attached tracing and prints are proposed to replace sheet 1 of the original permit drawings. This modification has received the approval of the Port of Astoria by R. F. Moore, president, and L. E. Ryan, secretary, as attested by their signatures on the tracing.

We hope to place this structure under contract the last of April and your immediate attention to this matter is respectfully requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

H. B. CLAISEVER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAISEVER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 5, 1938

Port of Astoria

Astoria, Oregon

Attention: Mr. L. B. Ryan
Secretary

Gentlemen:

Under date of September 18, 1936, you approved the reconstruction of the Walluski River Bridge on the Nehalem Secondary Highway near Astoria. When this application was made we contemplated the financing of the improvement under a PWA grant, and based our design upon a roadway width of 20'. The scheme has now been changed to reconstruct this bridge by federal aid through the Bureau of Public Roads. To comply with Bureau of Public Roads' standards we must widen the roadway to 26', which of course is a desirable improvement. This widening of the roadway, however, overhangs the navigable channel by 3' and reduces the clear channel from 53' to 50'. To provide the full 53' with the 26' roadway would mean either the replacing of the present steel girder or a very expensive rebuilding of the girder. It would seem to us that the reducing of the channel by this small amount would have no appreciable affect upon navigation. We would like very much to make this improvement to the highway, and will do so if the cost does not exceed the money which we have available. I would ask that your port consider this matter and if they can consistently do so sign the attached permit drawing for modification and return to this office so that we may apply to the U. W. Engineers for a modification of the permit. I am attaching a print from this tracing for your files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 4, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. G. E. Paxson,
Bridge Engineer,
Office.

Dear Sir:

Herewith please find comparative estimate of the cost of grading and surfacing of the Walluski Bridge project in Clatsop County as per your request.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H

CC to
R.H.Baldock

CONTRACT#2067

FA 196-F Sheep Ridge-Toll Cr. Sec., Santiam Hwy. 1938

2067

RECEIVED
FEB 6 1940
FOR FILING

FA 196-F

February 6, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2067, for the construction of the Sheep Ridge-Toll Creek Section of the Santiam Highway in Linn County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 16, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $141,047.53, including the final payment. Of this amount $501.23 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

REFERRED TO
A. H. Dotson
By Asst. State Highway Engineer

FA 196-F

COST ANALYSIS - FINAL REPORT

Sheep Ridge - Toll Creek Section.

South Santiam Hwy.

Prefix 22-1015 Contract #2067

Contractor - Leonard & Slate
Resident Engineer J. C. Chapman and
R. A. Furrow

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 7,773.25	All				$ 7,545.00
Extra Clearing & Grub.	426.75	1.898	Acres	$ 224.84	$250.00	474.50
Danger Trees	399.80	486.1	Sq.Ft.	0.82	0.75	364.58
Trench Excavation	6,614.34	3,247.55	Cu.Yds.	2.03	2.00	6,495.10
Common "	30,071.53	157,422.6	" "	0.191	0.33	51,949.46
Solid "	69,801.31	153,245	" "	0.455	0.33	50,570.85
Overhaul	3,746.01	236,678.3	Yd. Sta.	0.016	0.01	2,366.78
Truck Haul	8,446.95	40,746.9	Yd. Mi.	0.207	0.18	7,334.44
Finish Roadbed Slopes	925.10	1.53	Miles	604.64	300.00	459.00
Rounding Cutbanks	529.89	6,303	Lin. Ft.	0.08	0.10	630.30
9" Perf. C. I. P.	1,541.68	2,185	" "	0.71	1.00	2,185.00
18" " " "	1,273.13	860	" "	1.48	2.00	1,720.00
18" " " " Extra	320.89	178	" "	1.80	2.25	400.50
24" " " " "	642.99	224	" "	2.87	3.00	672.00
30" " " " "	1,076.31	298	" "	3.61	4.00	1,192.00
Rock Back Fill	1,584.59	453.2	Cu.Yd.	3.49	2.00	906.40
Class "D" Concrete	3,317.24	128.11	" "	25.89	30.00	3,843.30
Metal Reinforcement	1,313.40	20,643	Lbs.	0.06	0.07	1,445.01
Force Account	488.07	All				501.23
	$140,293.23					$141,055.45

Gross Revenue	$141,055.45
Total Cost	140,293.23
Net Profit	$ 762.22

Net Profit equals 0.5% of the Gross Revenue

Sheep Ridge - Toll Creek

Detail of Cost

Labor:

Supervision		$ 3,039.15
Labor		52,278.60
State Industrial Accident Insurance		3,679.22
Unemployment & Social Security		2,212.71
		$ 61,209.68

Materials:

Cement	936	Sacks	at 0.45	$ 433.35	
Coarse Aggregate	78.1	Cu.Yds.	" 4.25	331.95	
Sand	71.3	" "	" 4.25	303.02	
Reinforcing Steel	20,643	Lbs.	" 0.0385	794.75	
9" Perf. C.I.P.	2,185	Lin. Ft.	" 0.558	1,219.23	
9" Bands	113		" 0.801	90.51	
9" 21 Deg. L.	1		" 3.852	3.85	
18" Corr. Iron Pipe	860	Lin. Ft.	" 1.044	897.84	
18" Bands	33		" 1.521	47.15	
18" C.I.P. Extra Str.	178		" 1.274	226.77	
18" Bands	7		" 1.521	10.65	
24" C.I.P. Extra Str.	224		" 2.142	479.81	
24" Bands	10		" 1.872	18.72	
30" C.I.P. Extra Str.	298	Lin.Ft.	" 2.673	796.55	
30" Bands	14		" 2.268	31.75	
					$ 5,706.90

Sub-Contractor of Clearing (Heller & Gilgannon)

Clearing and Grubbing	99%	$ 7,469.55	
Extra Clearing & Grubbing	1.621 Acre. at 200.00	324.20	
Danger Trees	482 Sq.Ft. " 0.75	361.50	
			$ 8,155.25

Equipment, Rental, Small Tools & Misc. Supplies:-

Equipment Rental (Including repairs)	$ 35,154.00	
Explosives	10,312.15	
Gas, Oil & Grease	8,258.24	
Main Office Expense	3,132.00	
Small Tools & Misc. Supplies	4,149.86	
Freight & Cartage	1,387.83	
Bond	1,371.58	
Hired Equipment	1,001.70	
Lumber	343.76	
Public Utility Commission	110.28	
		$65,221.40

Total Cost $140,293.23

DETAIL COST OF SUB-CONTRACTOR

Sheep Ridge - Toll Cr. Section

South Santiam Highway

Gross Revenue

Clearing & Grubbing	99%			$ 7,469.55
Extra " "	1.621	Acr. at	$200.00	324.20
Danger Trees	482	Sq.Ft. "	0.75	361.50
				$ 8,155.25

Detail of Cost

Labor:

Supervision(Salary of Heller & Gilgannon)	$ 630.00	
Labor	3,387.00	
State Industrial Accident Insurance	165.32	
Unemployment & Social Security	132.25	
		$ 4,314.57

Equipment,Rental, Supplies & Miscellaneous:

Explosives	$ 1,948.60	
Equipment Rental	200.00	
Gasoline	182.85	
Overhead	150.00	
Burning Permit	100.00	
Bond	81.55	
Freight & Cartage	30.00	
		$ 2,693.00
Total Cost		$ 7,007.57

Gross Revenue	$8155.25
Total Cost	7007.57
Net Profit	$1,147.68

Net profit equals 22% of the Gross Revenue.

Sheep Ridge-Toll Creek Section

South Santiam Highway

REMARKS:

This 1.53 mile Federal Aid grading project was bid and awarded April 29th, 1938, the specified completion date being Oct. 1, 1939. Work was started May 16th, suspended for the winter on November 7th, resumed July 3rd and the contract was completed September 12th, 1939.

Construction of a 4300 foot temporary road was necessary for access to the project. A large shovel, 2 tractors and dozers and a compressor were used. The total cost was $2234.00 for temporary road.

All clearing items were sub-contracted at the bid price with the exception of extra clearing which was let for $50.00 less. These sub-contractors earned a net profit of $1147.00 or 22% of their gross revenue.

The trench excavation was difficult as there was a good percentage of solid material. The contractor was able, however, to use the shovel and tractor in the box culvert trench which contained 700 cu.yds. and this held down the total cost.

Fair progress was made on the grading using a 1 5/8 cu.yd. 3-5 ton trucks, 4 - 3 ton hired trucks, 4 - 96 h.p. tractor, 3 bull dozers and 1 - 12 cu.yd. scraper. A total of 10,883 hours were worked by the shovel and tractors to move the 310,667 cu.yds. for an average of 28.5 cu.yds. an hour per unit. Common was easily handled, the majority of it being moved with tractors, bull dozers and scrapers. The solid excavation was not difficult and the total drilling and shooting cost was 0.161 per cu.yd. Some of the material broke fairly large, but was easily handled with the large shovel and 5 cu.yd. trucks.

This contract would have been completed in 1938 if it had not been for the Forest Service fire restrictions and a work week of 40 hours. Only 26,000 cu.yds. of which 16,000 were of solid classification remained to be excavated when operations were suspended for the winter. A bridge contract containing 25,000 cu.yds. of slide removal was awarded in 1939 and the contractors equipment was hired to do this work. This extra work helped defray the move in costs and enabled the contractor to keep all the equipment busy while completing this contract.

This contract was bid low, the price on solid and common excavation was unbalanced at $0.33. Allowing $0.20 a cu.yd. for common excavation, this bid price would leave only $0.45 for solid. Labor costs were high due to paying about 8% above scale during 1938, which amounted to about $3700.00. Equipment used was all fairly new and in excellent condition.

E. H. Clymer,
Cost Analyst,

By
J. D. Nelson.

#2067

FA 196-F

December 11, 1959

Great American Indemnity Company,
Harvey Wells-Heed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2067, Sheep Ridge-Toll Creek Section of the Santiam Highwaybin Linn County. This payment will be made on or after December 21, 1959.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict, by J. McFarland.

FA 196-F

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
NOV 10 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 196-F, Sheep Ridge Toll Creek Section, was made by a representative of this office on October 23, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

cc: [illegible] Secretary

RECEIVED
OCT 7 - 1939
FOR FILING

196-F

October 6, 1939

Mr. H. E. Pinney, Resident Vice President
Fidelity and Deposit Company of Maryland
902 Failing Building
Portland, Oregon

Dear Mr. Pinney:

In reply to your inquiry of September 30 regarding the Leonard & Slate contract for the construction of the Sheep Ridge-Toll Creek Section of the Santiam Highway, in Linn County, wish to say that the records disclose that this job was completed on September 12, 1939, and was accepted by the State Highway Commission on September 27, 1939. The final estimate in connection with this job is now being prepared but I cannot say when the final warrant will be issued but I can assure you that the matter will be expedited as much as possible.

The latest available records, which are dated August 15, 1939, reveal that the contractor, at that time, had earned the sum of $135,229.07 and that there had been paid to the contractor by the State Highway Commission the sum of $125,450.64 which leaves an amount of $9,778.43 as retained percentage held by the Commission. I anticipate that the final payment will be in excess of the retained percentage due to the fact that the contractor worked nearly a month after the August 15th estimate was prepared.

I am sorry that I can give you no further information but trust that the above will be of benefit to you.

I was much pleased to have had the opportunity of exchanging greetings with you on the occasion of the last meeting of the Highway Commission. I hope some day that we can have a good chat as I have always considered you, Mr. Pinney, as one of my very good friends. If I can be of service to you at any time in the future please do not hesitate to call upon me and I will respond to the best of my ability.

With kindest personal regards, I remain

Very truly yours,

HBG:AM

Secretary

#2067
Linn Co

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

RECEIVED
OCT 5 - 1939
STATE HIGHWAY COMMISSION

R. E. PINNEY
RESIDENT VICE-PRESIDENT
PACIFIC NORTHWEST

902 Failing Building,
Portland,Oregon,Sept.30th 1939

Mr.H.B.Glaisyer,Secretary,
Oregon State Highway Commission.
Salem,Oregon.
Dear Herb;

Re,Leomard and Slate,
Sheep Ridge-Toll Creek Section,
Santiam Highway,
Linn County.

We are interested in the bond covering the above contract and would appreciate information as to the present status of the contract.

Our last understanding of the case was that it would probably be completed about August 15th 1939.

Would you be good enough to let me know if it has been completed and the total amount paid the contractors.

Was sorry I did not see you any more than merely to exchange greetings at the opening of bids the other day,but you were too busy reading the proposals to be interrupted.

Thanking you in advance for the information asked for,I am,

Yours very truly.

R. E. Pinney,
Res.Vice Prest.

To Aug. 15 -
E - $135,229.07
T - 9,778.93
P - $125,450.64
Completed Sept. 12, 1939
accepted Sept. 27, 1939
No other information available

Form E-1—5M—3-39

196-F

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 16, 1939

Section Sheep Ridge-Toll Creek

Highway Santiam

Contractor Leonard & Slate

Date of contract April 29, 1938

Date work started May 16, 1938

Amount of contract . . . . . $ 130,379.00

Kind of work Grading

Section prefix 22-1015

Contract number 2067

Date of completion October 15, 1939

Estimated date of completion Sept. 12, 1939

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 136,000

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7,500, 5.75 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed on Tuesday, Sept. 12.

Crew starting to remeasure and get out final estimate.

Mr. Smith and Mr. Eason wntnt over the job on Tuesday.

RECEIVED
SEP 18 1939
OFFICE
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. N. HACKETT

Signed W. D. Eason

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

R. H. Baldock

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.53				
Miles partially completed	1.53				
Miles completed	1.53				
Total estimated quantities	300,000 cy.				
Estimated quantities moved or placed to date	300,000 cy.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

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NOV 22 1938
FOR FILING

R. H. Baldock

NOTED
C. B. McCullough

Cost Analysis to November 15th, 1938
Sheep Ridge-Toll Creek Section
South Santiam Highway
Contractors - Leonard & Slate
Resident Engineer - J. C. Chapman

Contract #2067 Prefix 22-1015

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear & Grub	$7,733.47	99%	$7,812.00	7,545.00	$7,469.55
Extra Clearing & Grubbing	335.65	1.621 Ac.	205.82	250.00	405.25
Felling Danger Trees	374.28	482 sq. ft.	0.776	0.75	361.50
Trench Excavation	6,414.34	3,119 cu. yd.	2.05	2.00	6,238.00
Common "	27,645.59	146,828 cu. yd.	0.188	0.33	48,453.24
Solid "	60,441.51	137,204 " "	0.44	0.33	45,277.32
Overhaul	3,652.56	228,940 " "	0.016	0.01	2,289.40
Truck Haul	6,374.67	30,870 yd. mi.	0.206	0.18	5,556.60
Rounding Cutbanks	529.89	7,000 lin. ft.	0.08	0.10	700.00
9" Perf. C.I.P.	1,498.01	2,071 " "	0.72	1.00	2,071.00
18" C.I.P. Prot. Inv.	1,210.39	800 " "	1.51	2.00	1,600.00
18" " " " XSTR	320.89	178 " "	1.80	2.25	400.50
24" " " " "	642.99	224 " "	2.87	3.00	672.00
30" " " " "	1,076.31	298 " "	3.61	4.00	1,192.00
Rock Backfill in Drains	1,584.59	411 " "	3.85	2.00	822.00
Class "D" Concrete	3,317.24	128.11 cu. yd.	25.89	30.00	3,843.30
Metal Reinforcement	1,313.40	20,643 lb.	0.063	0.07	1,445.50
Force Account	388.07				396.15
	$124,853.91				$129,192.82

Gross Revenue	$129,192.82
Total Cost	124,853.91
Net Profit	$4,338.91

Net Profit Equals 3.4% of the Gross Revenue

Sheep Ridge-Toll Creek Section
South Santiam Highway

Detail of Cost

Labor:

Supervision (Superintendent & Timekeeper)		$2,170.16	
Labor		46,458.58	
State Industrial Accident Insurance		3,244.44	
Unemployment Insurance & Social Security		1,945.15	
			$53,818.33

Sub-Contractor of Clearing (Heller & Gilgannon):

Clearing & Grubbing	99% of $7,545.00	$7,469.55	
Extra Clearing & Grubbing	1.621 Acres at $200.00	324.20	
Danger Trees	482 sq. ft. at 0.75	361.50	
			$8,155.25

Materials:

Cement	936 sks at 0.45	$433.35	
Tie Wire		21.00	
Coarse Aggregate	78.1 cu. yd. at 4.25 Del.	331.95	
Sand	71.3 " " " 4.25 "	303.02	
Reinforcing Steel	20,643 lb. at 0.0385	794.75	
9" Perf. C.I.P.	2,071 lin. ft. at 0.558	1,155.62	
9" Bands	113 at 0.801	90.51	
9" 21 Deg. L	1 at 3.852	3.85	
18" Corr. Iron Pipe Dipped & Paved	800 lin. ft. at 1.044	835.20	
18" Bands	31 at 1.521	47.15	
18" C.I.P. Dipped & Paved XSTR	178 lin. ft. at 1.274	226.77	
18" Bands	7 at 1.521	10.65	
24" XSTR C.I.P. Dipped & Paved	224 lin. ft. at 2.142	479.81	
24" Bands	10 at 1.872	18.72	
30" XSTR	298 lin. ft. at 2.673	796.55	
30" Bands	14 at 2.268	31.75	
			$5,580.63

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$31,545.00	
Explosives	9,539.95	
Gas, Oil and Grease	7,400.87	
Main Office Expense	2,584.83	
Small Tools & Misc. Supplies	2,218.96	
Freight & Cartage	1,387.70	
Bond	1,209.57	
Hired Equipment	1,001.70	
Lumber	343.76	
Public Utilities Commission	67.36	
		$57,299.70

Total Cost $124,853.91

Detail Cost of Sub-Contractor
Lamb Creek-Sheep Ridge Section
South Santiam Highway

Gross Revenue

Clearing and Grubbing	9%	$7,469.55	
Extra Clearing & Grubbing	1.621 Ac. at $200	324.20	
Danger Trees	482 sq. ft. at 0.75	361.50	
Total Revenue			$8,155.25

Detail of Cost

Labor:

Supervision (Salary of Heller & Gillgannon)	$630.00	
Labor	3,387.00	
State Industrial Accident Insurance	165.32	
Unemployment Insurance & Social Security	132.25	
		$4,314.57

Equipment Rental, Supplies & Miscellaneous:

Explosives	$1,948.60	
Equipment Rental	200.00	
Gasoline	182.85	
Overhead	150.00	
Burning Permit	100.00	
Bond	81.55	
Freight & Cartage	30.00	
		$2,693.00

Total Cost $7,007.57

Gross Revenue	$8,155.25
Total Cost	7,007.57
Net Profit	$1,147.68

Net Profit Equals 22% of Gross Revenue

Sheep Ridge-Toll Creek Section
South Santiam Highway

REMARKS:

This 1.53 mile Federal Aid grading project was bid and awarded April 29th, 1938. Work was started May 16th, and the contract was 94% complete on November 7th, when work was suspended for the winter. The specified completion date is October 31st, 1939.

To get to the project it was necessary to construct a 4300-lin. ft. road. A 1-5/8 cu. yd. shovel, trucks, two 95 h.p. tractors and dozers and a compressor were used. The total cost was $2,234.00.

All clearing items were sub-contracted to Heller and Gillgannon for the prices bid with the exception of extra clearing which was sub-contracted for $50.00 an acre less. The contractor consequently sustained a small loss on these items as they had to bear their percentage of overhead expense. The sub-contractors, however, earned a net profit of approximately $1,147.00 or 22% of their gross revenue.

Rapid progress was made on the grading due to excellent supervision and proper equipment. The machinery used consisted of a 1-5/8 cu. yd. shovel, 3 - 5 cu. yd. Dumptor trucks, 4 - 3 cu. yd. rented trucks, 4 - 95 h.p. tractors, 3 bulldozers, 1 - 12 cu. yd. scraper, a 30 h.p. tractor and bulldozer and two compressors. 3 - 7-hour shifts were worked daily.

Common material was handled easily, the most of it being excavated with the tractors, bulldozers and scraper. The cost was increased, however, due to working the final month while the weather was wet; and an excessive finishing cost in anticipation of completing. Much of this finishing work will have to be done again next year.

The solid excavation was also fairly low in cost due to easy drilling and the requirement of only 0.46 lb. of powder per cubic yard for shooting. The drilling and shooting cost was $0.161 per cubic yard. Much of the solid shot up fairly large but was easily handled with the large shovel and 5 cu. yd. trucks. The cost of the solid excavation was also increased, however, due to the efforts to complete the contract.

Truck haul was fairly expensive as the contractor in expectation of completing the contract this winter rocked the hauling road so that work could continue during wet weather. Consequently there was more truck haul than for which they were paid.

Rock backfill was expensive as some was hauled 4 miles and hand screened.

The contractor would have completed this project if it had not been for Forest Service fire restrictions which caused a loss of 260 working hours and the contract requirement of a 40-hour work week. The fire restrictions applied to this work are the same as for logging, and since there is such a short working season it is probable that cheaper bids could be secured in the future if the fire regulations could be lightened and the work week increased to the maximum.

Remarks - Continued.

Only a small profit is shown to date due almost entirely to a low bid. The contractor, however, did work during wet weather during the last month of operations and this increased the cost somewhat. Also, an excessive amount was spent on finishing and much of this will have to be done again next summer. There are only 16,000 cu. yd. of excavation remaining on the project, of which 9,800 cu. yds. are solid and at the flat price of $0.33 on excavation the contractor will lose money in completing the contract. However, it is estimated there will be an additional 15,000 cubic yards due to slides during the winter which will help somewhat, and it is possible that the contractor will be asked to remove slides by price agreement on two adjoining contracts.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
OCT 6 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
OCT 4 - 1938
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO.

Oregon F.A.P. 196-F
Sheep Ridge-Toll Creek section
Santiam Highway

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

A4pr 35297

Form P. R. 2

State Oregon

Federal Aid Project No. 196-F

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of August, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 8th day of April, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-seven thousand, four hundred ninety and 00/100 dollars ($87,490.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8-4618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ..... from Chap. 175, Laws 1917; Chap. 31, Laws 1920. .....
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ..... survey station 2426+20, at the east end of Section E of said project in the NW 1/4 of Section 33, T. 13 S., R. 5 E., and survey station 2511+93 in the NE 1/4 of Section 4, T. 14 S., R. 5 E., W. M. .....

....., length ....1.532..... miles, in .....Linn..... County, being Section ..E..... of ..Oregon Federal Aid..... project No. ...196....., consisting of .....1.532..... miles of roadway and ....no.... bridges, each of more than 20 feet clear span, ...
of ~~no mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of eighty-seven thousand, four hundred ninety and 00/100 dollars ($ 87,490.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-three thousand, four hundred sixteen and 00/100 dollars ($ 143,416.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of SEP 20 38, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Medbury

Member, State Highway Commission
(Title of officer)

By F L Dauvelle

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By M W Tileny

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 6—5018

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 196-F, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $143,416.00 as the total estimated cost of said project, and the sum of $97,490.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this SEP 20 '38 day of

one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4080

R.H. Baldock

FA 196-F

Cost Analysis to September 15th, 19..

Sheep Ridge-Toll Creek Section
South Santiam Highway
Contract #2067 Prefix 22-1015
Contractors, Leonard & Slate
Resident Engineer, J. C. Chapman

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$7,428.72	95%			$7,167.75
Extra Clearing & Grubbing	386.06	1.49 acres	$259.10	$250.00	372.50
Felling Danger Trees	349.78	450 sq. ft.	0.775	0.75	337.50
Trench Excavation	4,267.25	3,015 cu. yd.	1.415	2.00	6,030.00
Common "	24,999.41	131,060 " "	0.19	0.33	43,249.80
Solid Rock "	27,496.42	91,470 " "	0.409	0.33	30,185.10
Overhaul	2,144.59	165,500 yd. sta.	0.019	0.01	1,655.00
Truck Haul	3,001.20	18,870 yd. mi.	0.159	0.18	3,396.60
Rounding Cutbanks	456.41	6,600 lin. ft.	0.069	0.10	660.00
9" Perf. Corr. Iron Pipe	1,583.70	2,047 lin. ft.	0.773	1.00	2,047.00
18" C.I.P. Pro. Inv.	676.84	430 " "	1.574	2.00	860.00
18" XSTR C.I.P. Pro. Inv.	323.83	178 " "	1.819	2.25	400.50
24" " " " "	655.33	224 " "	2.925	3.00	672.00
30" " " " "	1,111.94	298 " "	3.731	4.00	1,192.00
Rock Backfill in Drains	1,730.04	358 cu. yd.	4.83	2.00	716.00
Class D Concrete	3,079.46	124 " "	24.83	30.00	3,720.00
Metal Reinforcement	1,213.23	19,000 lb.	0.064	0.07	1,330.00
	$91,754.12				$103,991.75

Gross Revenue $103,991.75

Total Cost 91,754.12

Net Profit Equals $12,237.63 or 11.8% of the Gross Revenue

Sheep Ridge-Toll Creek Section

Detail of Cost

Labor:

Supervision	$1,278.00	
Labor	27,220.77	
State Industrial Accident Commission	1,852.42	
Unemployment Insurance & Social Security	1,139.95	
		$31,491.14

Materials:

Cement	963 sacks at $0.45	$433.35	
Tie Wire	350 lbs. " 0.06	21.00	
Gravel	80 cu. yd." 4.25	340.00	
Sand	71 " " " 4.25	301.75	
Reinforcing Steel	19,000 lb. " 0.038	722.00	
9" Perforated C.I.P.	2,047 lin. ft. at 0.558	1,142.23	
9" Bands	112 at 0.801	89.71	
9" 21 Deg. L.	1 at 3.852	3.85	
18" C.I.P. Pro. Inv.	430 lin. ft. at 1.044	448.92	
18" Bands	17 at 1.521	25.86	
18" C.I.P. Pro. Inv. XSTR	178 lin. ft. at 1.274	226.77	
18" Bands	8 at 1.521	12.17	
24" XSTR C.I.P. Pro. Inv.	224 lin. ft. at 2.142	479.81	
24" Bands	9 at 1.872	16.85	
30" XSTR C.I.P. Pro. Inv.	298 lin. ft. at 2.673	796.55	
30" Bands	12 at 2.268	27.22	
			$5,088.04

Equipment Rental, Small Tools & Miscellaneous Supplies:

Equipment Rental	$27,039.00	
Gas, Oil & Grease	7,611.60	
Explosives	3,866.89	
Main Office Expense	3,404.73	
Small Tools & Misc. Supplies	2,311.61	
Freight & Cartage	1,387.70	
Bond	1,039.92	
Lumber	344.45	
Rented Equipment	241.87	
P.U.C. Licenses	42.42	
		$47,297.19

Clearing Sub-Contractor: Heller & Gilgarron:

Clearing & Grubbing	95% at $7,545.00	$7,167.75	
Extra Clearing	1.49 Acre at $250.00	372.50	
Danger Trees	450 sq. ft. at 0.75	337.50	
			$7,877.75

Total Cost to September 15th, 1938 $91,754.12

Sheep Ridge-Toll Creek Section
South Santiam Highway
Leonard & Slate, Contractors

REMARKS:

This contract was bid and awarded April 29th, 1933. Work was started May 16th, and on September 15th the contract was 80% complete.

To get to the project the contractor had to build a 4,300 lin. ft. construction road. This was done with two large tractors and dozers, a 1-5/8 cu. yd. shovel and a compressor. The cost of this road was $2,234.00.

All clearing items were sub-contracted to Heller and Gilgannon for the prices bid. Consequently a small loss was sustained as these items had to carry their percentage of the home office and bond expense.

The trench excavation was difficult as there was a good percentage of solid material. The contractor was able, however, to use the shovel and a tractor in the box culvert trench which contained 700 cu. yds. and thus held down the total cost.

Excellent progress has been made on the grading of this project with the use of 3 - 95 h.p. tractors and dozers, 1 - 95 h.p. tractor and 12 cu. yd. scraper, 1 - 1-5/8 cu. yd. shovel, 3 - 5 cu. yd. trucks, 1 - 3 cu. yd. truck, 2 - 3 jackhammer compressors and a 30 h.p. tractor.

The cost of the common excavation is about average due to the use of bulldozers on excavation with a haul up to 500 feet. A cat and 12 cu. yd. scrapers and the shovel and trucks have also been used.

The cost of solid excavation is low due to easy drilling and the requirement of only 0.46 lb. of powder per cu. yd. Also the large shovel works easily in this material, and at least one standard type truck has been eliminated by the use of Dumptor trucks. These trucks vary from the standard truck in that they have a much shorter wheelbase and equal speed whether going ahead or in reverse. Thus under normal conditions the truck never turns around but is backed directly to the dump and run ahead to the shovel.

A fair profit was made on the pipe and box culvert due to good prices and excellent supervision.

Rock backfill shows an extreme cost because some was hauled four miles and hand screened.

Although this job was bid low the contractor shows a fair profit to date because of good equipment and an excellent organization. The work has been expedited as much as possible by working 3 - 7 hour shifts daily but was hampered due to loss of 250 working hours because of fire hazard. Also, the box culvert held up excavation and for several days there was little for the tractors and bulldozers to do.

This contract should be finished by October 31st, which is one year ahead of the completion date. The net profit will not be as great as now shown, however, because of the 77,000 cubic yards of excavation remaining in the contract; 55,000 cubic yards are solid.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

(Stencil #2C)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
AUG 16 1938
FOR FILING

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 196-F
Sheep Ridge-Toll Creek section
Santiam Highway

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 1 1938
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

FORM 401 P. 6-36-10M

RECEIVED
JUL 14 1938
FOR FILING

STATE HIGHWAY COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

July 12, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: LEONARD & SLATE

It is our understanding that Leonard & Slate have been awarded a State Highway contract in the vicinity of Cascadia, Oregon.

As we anticipate furnishing the petroleum products on this operation, we should like to have all of the details of the contract.

Will you please complete the attached questionnaire and return it to us in the enclosed business reply envelope?

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbison

LH:EAC
Enclosure

RECEIVED
JUN 10 1938
FOR FILING

196-F

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Sheep Ridge-Toll Creek Section, F. A. Project No. 196-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 196-F

SHERIDAN RIDGE-TOLL CREEK SECTION

OF THE BANKLAN HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1938

All Required		Clearing and Grubbing		$ 7,545.00
2	acres	Extra Clearing and Grubbing	$ 250.00	500.00
400	sq. ft.	Felling Danger Trees	.75	300.00
1,400	cu. yds.	Trench Excavation	2.00	2,800.00
153,000	cu. yds.	Common Excavation	.33	50,490.00
147,000	cu. yds.	Solid Rock Excavation	.33	48,510.00
249,000	yd. sta.	Overhaul	.01	2,490.00
36,000	yd. mi.	Trunk Haul	.18	6,480.00
1.53	miles	Finishing Roadbed and Slopes	300.00	459.00
8,200	lin. ft.	Rounding Cutbanks	.10	820.00
700	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	700.00
830	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	1,660.00
180	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	2.25	405.00
160	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	480.00
300	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,200.00
120	cu. yds.	Rock Backfill in Drains	2.00	240.00
130	cu. yds.	Class "D" Concrete	30.00	3,900.00
20,000	lbs.	Metal Reinforcement	.07	1,400.00
		Subtotal		$ 130,379
		10% Engr. & Cont.		13,037
		Total		$ 143,416

Length	1.532 miles
Cost per mile	$ 93,613

Federal Aid Funds Requested	$ 87,490
State Funds	55,926
	$ 143,416

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 28 1938
FOR FILING

196-4

May 27, 1938

LEONARD & SLATE
Multnomah
Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2067 which was awarded to you on April 29 by the State Highway Commission for the grading of the Sheep Ridge-Toll Creek Section of the Santiam Highway, in Linn County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 28 1938
FOR FILING

196-7

May 27, 1938

GREAT AMERICAN INDEMNITY COMPANY
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2067 which was awarded on Arpil 29, by the State Highway Commission, to Leonard & Slate, for the grading of the Sheep Ridge-Toll Creek Section of the Santiam Highway, in Linn County.

Inasmuch as you are the surety named by the contractors on this job, this copy is being sent you for your records and files,

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

196-7

May 11, 1938

Leonard & Slate,
Multnomah, Oregon.

Dear Sirs:

We are returning to you by express the four copies of contract which was awarded you on April 29, 1938, covering the construction of the Sheep Ridge-Toll Creek Section of the Santiam Highway in Linn County, No. 2067.

Please have Mr. Chas. H. Leonard, sign each copy of the agreement and bond and return all copies to this office for execution by the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

196-7

May 5, 1938

Leonard and Slate,

Multnomah, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2067, which was awarded to you on April 29, 1938, covering grading of the Sheep Ridge-Toll Creek Section of the Santiam Highway, in Linn County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the fact that the contractor is held liable for payment of amounts due hospital associations, et cetera, as specified on the mimeographed sheet immediately following Page 21 of the Special Provisions.

Yours very truly,

HBG:MC

Secretary

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

196-F
MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 196-F, Sheep Ridge-Toll Creek section of Santiam Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-H-C 1946 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

196-7

April 23rd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Mason
Division Engineer
C i t y

Dear Sir:

I notice by the weekly reports that Chapman is taking samples for soil analysis on the South Santiam, but the Testing Department advises that they have received no samples.

Please expedite these as it is desired to have some knowledge of the material before the contract is let.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING
196-7

April 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of page 21 of the special provisions for the Sheep Ridge-Toll Creek Section, Project No. FA 196-F, which sheet has been revised by elimination of the specifications concerning a 44 hour week.

This revision has resulted in all of the remaining specifications being written on page 21 and page 22 has been eliminated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

196-F

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 196-F, the Sheep Ridge-Toll Creek section of the Santiam Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

In accordance with telephone conversation today between Mr. Probert and Mr. Davis, we have deleted the provision in the proposal pertaining to the 44-hour week.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
APR 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

196-F

POST OFFICE BUILDING
PORTLAND, OREGON

March 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Oscar Cutler

Dear Sir:

Receipt is acknowledged of your letter of March 28, 1938, requesting approval of the 44-hour week on Oregon Federal Aid Project No. 196-F, Sheep Ridge-Toll Creek section of the Santiam Highway.

While the 44-hour week was approved for the project on this side let last year, the approval by the Reemployment Service was with the understanding that additional projects would use the regular 40-hour week.

Also the project to the east of this project to be constructed by this Bureau will specify a 40-hour week, as has been the case with our other projects on this highway. As our contractors have encountered no difficulty in obtaining sufficient competent workmen and as there are apparently more unemployed now than at this time last year, we can see no reason why the 40-hour week should not be used. For this reason we do not consider the 44-hour week justified.

We would also call your attention to the fact that the approval of the Director of the Reemployment Service for the State of Oregon is required as well as Bureau approval, and we received proposals yesterday covering this proposed work, in which the 44-hour week was specified. It would seem that the proposed use of the 44-hour week was known for some time and should have been taken up before the papers were completed and submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

196-F

March 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Sheep Ridge-Toll Creek Section, Project No. FA 196-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

by

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

LOS ANGELES
UNITED

Oregon State Highway Department — Federal Aid Project No. 196-F

SHEEP RIDGE-TOLL CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 29, 1938

All Required		Clearing and Grubbing		$ 5,400.00
2	acres	Extra Clearing and Grubbing	$ 400.00	800.00
400	sq. ft.	Felling Danger Trees	1.00	400.00
1,400	cu. yds.	Trench Excavation	2.00	2,800.00
153,000	cu. yds.	Common Excavation	0.23	35,190.00
147,000	cu. yds.	Solid Rock Excavation	0.57	83,790.00
249,000	yd. sta.	Overhaul	0.01	2,490.00
36,000	yd. mi.	Truck Haul	0.15	5,400.00
1.53	miles	Finishing Roadbed and Slopes	500.00	765.00
8,200	lin. ft.	Rounding Cutbanks	0.10	820.00
700	lin. ft.	9" Perforated Corr. Iron Pipe	1.25	875.00
830	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	2,075.00
180	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	2.75	495.00
160	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.75	600.00
300	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	5.50	1,650.00
120	cu. yds.	Rock Backfill in Drains	3.00	360.00
130	cu. yds.	Class "D" Concrete	30.00	3,900.00
20,000	lbs.	Metal Reinforcement	0.06	1,200.00
			Subtotal	$149,010
			10% Engr. & Cont.	14,901
			Total	$163,911

Length — 1.532 miles
Cost per mile — $106,991

Federal Aid Funds Requested	$ 100,000
State Funds	63,911
	$163,911

CONTRACT #2068

FA 186-A Wolf Creek Bridges, Wolf Cr. Hwy. 1938

2068

RECEIVED
JAN 28 1939
FOR FILING

January 28, 1939

STANDARD OIL COMPANY OF CALIFORNIA
Pacific Building
Portland, Oregon

Attention C. D. Everett, Credit Division

Gentlemen:

This is to acknowledge your letter of January 25 with reference to the Snook Bros. Contract, No. 2068, for the construction of bridges over Wolf Creek, near Sunset, in Columbia and Washington Counties.

You are advised that the above contract was completed on September 16, 1938 and was accepted September 28, 1938. Warrant covering final payment in the amount of $1,269.24 was mailed to Snook Bros. on January 10, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 980

PORTLAND, ORE.

Jan. 25, 1939

Snook Brothers, Eugene

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

We have furnished supplies to Snook Brothers for use on State Contract 2068 which calls for the construction of 2 bridges on Wolf Creek Highway near Sunset.

Will you please inform us the date this contract was accepted by your department and also tell us the date and amount of final payment to the contractors.

For your convenience a stamped, addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

By C. D. Everett
Credit Division

CDE:LP

RECEIVED
JAN 28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 3 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

NOTED
C. R. McC...

December 2, 1938

IN REPLY PLEASE REFER TO FILE NO.

5-1008

1 x b - a

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. G. S. Paxson.

Dear Sir:

Attached hereto is a claim from Snook Brothers, together with a letter from Mr. Furrow with respect thereto.

This claim is based on a purported error in the plans that were submitted to Mr. Snook for forms that were made by the Spaulding Mill Company.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

RECEIVED
DEC 2 1938
FOR FILING

121-11

#2068 5

December 2, 1938

CASCADE LUMBER COMPANY
Forest Grove, Oregon

Attention Geo. M. Johnston, Credit Manager

Gentlemen:

Reference is made to your letter of November 30, advising us of the payment in full of your claim against Snook Bros., in connection with their contract for the construction of bridges over Wolf Creek, near Sunset, in Columbia and Washington Counties., being State Highway Contract No. 2068.

We thank you for this advice and have noted the settlement in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

December 2, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Walter M. Hansom, Local Agent
Eugene, Oregon

Gentlemen:

We have today received from Carnation Lumber Company, Eugene, advice to the effect that their claim against Snook Bros., in connection with State Highway Contract No. 2068 - bridges over Wolf Creek - has been paid in full.

Inasmuch as you are surety for Snook Bros., the contractors, we are notifying you of this settlement, which we have also noted in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Snook Bros.

CARNATION LUMBER COMPANY

MANUFACTURERS OF

WEST COAST FOREST PRODUCTS

FOREST GROVE, OREGON

RECEIVED
DEC 1 - 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Depr.

Salem, Ore.

Nove. 30th
1938

Gentlemen:

We thank you for your letter of the 21st inst., in answer to our inquiry re Snook Bros. account.

We wrote the Surety Company at Eugene and they replied that Snook Bros. would take care of our account as soon as they had received their simi-final payment, and we have today received a check to take care of their account in full.

Yours very truly

Carnation Lumber Company

by Geo. W. Johnston
Credit Manager

GWJ/rfw

REFERRED TO
Mr. Farland
SECRETARY

acknowledge this and notify contents & sender as requested -
HHS

RECEIVED
DEC 31 1938
FILE

186-A

#2068

November 21, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Walter M. Ransom, Local Agent
Eugene, Oregon

Gentlemen:

We have received from Carnation Lumber Company, Forest Grove, Oregon, notice to the effect that they have a claim against Snook Brothers, in the amount of $403.20, for material, in connection with State Highway Contract No. 2068 for the construction of Bridges over Wolf Creek.

Inasmuch as you are surety for the contractors on this job, we are passing on to you this information for your attention and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 21, 1938

CARNATION LUMBER COMPANY
Forest Grove, Oregon

Attention Geo. W. Johnston, Credit Manager

Gentlemen:

This acknowledges receipt of your letter of November 16, inquiring what steps to take in filing your claim against Snook Brothers, in the amount of $403.20, for material furnished in connection their contract with the State Highway Commission for construction of bridges over Wolf Creek.

You are advised to notify the surety company, as well as the contractors, of your claim. The surety is the General Casualty Company of America, whose local agent is Walter M. Ransom, Eugene, Oregon. In order further to protect your claim, in case you do not secure satisfaction through the surety, you should notify the Secretary of State in form substantially as set forth on the attached mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

CARNATION LUMBER COMPANY

MANUFACTURERS OF
WEST COAST FOREST PRODUCTS
FOREST GROVE, OREGON

State Highway Department
Salem, Ore.

November 16th
1938

Gentlemen:

Snook Bros., of Eugene, recently built several bridges west of Sunset and they owe us a balance of $403.20 for material.

We would like to know if they have been paid in full and, if not, what steps we would have to take to assure us of our final payment.

If there is a certain fixed method of filing our claim in your department, we would appreciate it if you would advise us what papers are necessary and the proper method of procedure.

Thanking you for any assistance or suggestions that you may give, we are

Very truly yours

Carnation Lumber Company

by Geo. W. Johnston
Credit Manager

GWJ/rfw

2068
S

186-A

November 21, 1938

General Casualty Company of America,
Walter M. Ransom, Agent,
Miner Building,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2068, for the construction of bridges over Wolf Creek near Sunset on the Wolf Creek Highway in Columbia and Washington Counties, has been completed by the contractors, Snook Brothers, and that final settlement will be madeby the State with said contractors for work done under said contract on or after December 1, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,871.86, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FOR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
OCT 28 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon 186-A
Tillamook Co. Line-
Sunset Camp Sec. of Wolf
Creek Highway

October 27, 1938.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis

T. M. Davis
Highway Engineer

Encls.

Dra

A4pr-35810

Form P. R. 2

State Oregon

Federal Aid Project No. 186-A

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of September, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 19 38, a project statement, which was approved by the Secretary on the 24 day of November, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of nine thousand, four hundred seventy and 00/100 dollars ($ 9,470.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1382+64, in the SE 1/4, Section 31, T. 4 N., R. 5 W., and survey station 1612+64, in NE 1/4, Section 9, T. 3 N., R. 5 W., W. M., (excepting therefrom that portion between survey stations 1385+54 and 1611+54)

, length 0.041 of a mile, in Columbia & Washington County, Ore., being Section A of Oregon Federal Aid project No. 186, consisting of miles of roadway and two bridges, each of more than 20 feet clear span, 0.041 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nine thousand, four hundred seventy and 00/100 dollars ($ 9,470.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, five hundred fifteen and 00/100 dollars ($ 15,515.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 7 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—8518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 186-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,515.00 as the total estimated cost of said project, and the sum of $ 9,470.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 7 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By C. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4220

UNITED STATES DEPARTMENT OF AGRICULTURE

Stencil No. 3. BUREAU OF PUBLIC ROADS

DISTRICT No. 1

RECEIVED
OCT 11 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 186-A, Wolf Creek Bridge, was made by a representative of this office on September 23, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#2068

FORM S-E-1 GM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 11 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 22, 1938

184-B

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

For your information Snook Brothers completed their work on Contract No. 2068, Wolf Creek Bridges, on September 16, 1938. Will you please secure authority from the Commission to pay the final estimate on this job.

A time extension will not be necessary for this contract as the specified date of completion is October 31, 1938.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:CM
cc: Richard Rosecrans

APPROVED BY HIGHWAY COMMISSION
DATE Sept 28, 1938
Secretary

I D 186-A

RECEIVED
SEP - 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

September 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Project No. 186-A, bridges on the Tillamook County Line-Sunset Camp section of the Wolf Creek Highway, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Will you please send us, as soon as possible, one additional copy of the title sheet for this project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. W. Davis,
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING
181-A

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Tillamook County Line-Sunset Camp Section, Bridges, Project No. FA 186-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 186-A

BRIDGE ON THE TILLAMOOK COUNTY LINE-

SUNSET CAMP SECTION OF THE COAST CREEK HIGHWAY

IN WASHINGTON AND COLUMBIA COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1933

Bridge (Sta. 1382+64 to 1383+54)

150	cu. yds.	Structural Excavation	$ 1.50	$ 225.00
10	cu. yds.	Structural Excavation Below Plans	1.50	15.00
160	cu. yds.	Class "D" Concrete	19.00	3,040.00
34,000	lbs.	Metal Reinforcement	0.045	1,530.00
200	lin. ft.	Concrete Handrail	4.00	800.00
				$ 5,610.00

Bridge (Sta. 1511+54 to 1512+84)

210	cu. yds.	Structural Excavation	$ 1.50	$ 315.00
10	cu. yds.	Structural Excavation Below Plans	1.50	15.00
250	cu. yds.	Class "D" Concrete	19.00	4,750.00
51,000	lbs.	Metal Reinforcement	0.045	2,295.00
280	lin. ft.	Concrete Handrail	4.00	1,120.00
				$ 8,495.00

Subtotal	$ 14,105
10% Engr. & Cont.	1,410
Total	$ 15,515

Length of Bridges .041 mile

Federal Aid Funds Requested	$ 9,470
State Funds	6,045
	$ 15,515

State Funds for Constructions Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance Chap. 41, Laws 1927

F. 12L-A

RECEIVED
MAY 28 1938
FOR FILING

146-L

May 27, 1938

BROCK BROTHERS
22nd and Friendly Streets
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2068 which was awarded to you by the State Highway Commission on April 29 for the construction of bridges over Wolf Creek, near Sunset, on the Wolf Creek Highway, in Columbia and Washington Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#3068-

186-A

May 9, 1938

Snook Brothers,
22nd & Friendly Streets,
Eugene, Oregon.

Dear Sirs:

We are returning to you by express four copies of the contract which was awarded you on April 29th for the construction of two bridges on the Wolf Creek Highway over Wolf Creek near Sunset.

You are advised that before this contract will be acceptable it will be necessary for each copy of the bond [illegible] be signed by an authorized resident agent for the General Casualty Company of America, your surety. Please have this done and return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

May 4, 1938

Snook Brothers
22nd and Friendly St.,
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2068, which was awarded to you on April 29, covering the construction of two bridges on the Wolf Creek Highway in Washington and Columbia Counties.

Will you please execute all four copies of this agreement as to agreement and bond and return them to this office for the approval of the Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. An executed copy will also be furnished the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to Page 13 of the mimeographed Special Provisions which contains a paragraph relative to liability of the contractor for amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

186-A

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 186-A, Wolf Creek bridges on the Wolf Creek Highway, to Snook Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 186-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
APR 16 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 186-A, bridges on the Tillamook County Line-Sunset Camp Section of the Wolf Creek Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
AUG 19 1938
FOR FILING

April 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate covering two bridges on the Tillamook County Line--Sunset Camp Section, F. A. Project No. 186-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The plans are revised sheets of the plans for the grading of this section which were sent to you November 4th, 1932, under Project No. F 186-A. The project was never placed under agreement, however, and was later cancelled. The grading work was completed subsequently with WPA funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

RECEIVED
DEC 18 1958

Oregon State Highway Department — Federal Aid Project No. 186-A

BRIDGES ON THE TILLAMOOK COUNTY LINE-

SUNSET CAMP SECTION OF THE ROCK CREEK HIGHWAY

IN WASHINGTON AND COLUMBIA COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1958

Bridge (Sta. 1382+64 to 1385+84)

150	cu. yds.	Structural Excavation	$ 3.00	$ 450.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
160	cu. yds.	Class "D" Concrete	24.00	3,840.00
34,000	lbs.	Metal Reinforcement	.055	1,870.00
200	lin. ft.	Concrete Handrail	5.00	1,000.00
				$ 7,210.00

Bridge (Sta. 1511+64 to 1512+84)

210	cu. yds.	Structural Excavation	$ 3.00	$ 630.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
250	cu. yds.	Class "D" Concrete	24.00	6,000.00
51,000	lbs.	Metal Reinforcement	.055	2,805.00
280	lin. ft.	Concrete Handrail	5.00	1,400.00
				$ 10,885.00

Subtotal	$ 18,095
10% Engr. & Cont.	1,809
Total	$ 19,904

Length of Bridges .041 mile

Federal Aid Funds Requested	$ 12,150
State Funds	7,754
	$ 19,904

CONTRACT# [redacted] 2069

FA 122-B-5 McMinnville Sec., Pacific Hwy. West 1938

"2 9

RECEIVED
DEC 13 1939
FOR FILING

December 15, 1939

Hartford Accident & Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2069, for the construction of the McMinnville Section of the Pacific Highway West in Yamhill County, has been completed by the contractors, River Bend Sand & Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $6,005.00, including the final payment. Of this amount $125.91 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 24 1939
FOR FILING

RECEIVED
APR 21 1939
OREGON HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. _____

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 122-B (5),
McMinnville Section,
Pacific Highway.

April 20, 1939

FAP 122.B-5

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By E. J. Caufield
E. J. Caufield
Highway Engineer

Encls.

Jron

Apps-38478

Form P. R. 2

State Oregon

Federal Aid Project No. 122-B (5)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of March, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of February, 1925, a project statement, which was approved by the Secretary on the 2nd day of April, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (5) of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, three hundred thirty and no/100

dollars ($ 3,330.00) as the share of the United States payable under said act on account of Section B (5) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 81, Laws 1920

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 61+35.4 on Project NEH 122-B, in the SE 1/4, Sec. 10, T. 4 S., R. 4 W. and survey station 64+70, the north corporate limits of McMinnville

, length 1.795 miles, in Yamhill County, being Section B (5) of Oregon Federal Aid project No. 122, consisting of roadside improvement.
1.795 miles of ~~road improvement~~ / ~~bridges and culverts of more than 20 feet clear span~~ ~~and culverts in length~~

D-6518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (5) of said project shall not in any event exceed the sum of three thousand, three hundred thirty and no/100 dollars ($ 3,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five thousand, four hundred forty-eight and no/100 dollars ($ 5,448.00), the approved total estimated cost of Section B (5) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of APR 6 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Sloan

Member, State Highway Commission
(Title of officer)

By F. J. Lonsdale

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5515

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 122-B (5) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 5,448.00 as the total estimated cost of said project, and the sum of $ 3,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of APR 6 1939 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

January 25th, 1939

COST ANALYSIS - SEMI-FINAL ESTIMATE
West Side Pacific Highway, McMinnville Section
Roadside Improvement Contract 2069, Prefix 36-1110
River Bend Sand & Gravel Co., Contractors
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Right of Way Cleanup	$88.51	All		$275.00	$275.00
Excavation & Placing Topsoil	1,400.27	2,435.55 cu. yd.	0.574	0.70	1,704.89
Pseudotsuga Douglasi	71.55	27 each	2.65	3.00	81.00
Quercus Robra	19.80	12 "	1.65	2.00	24.00
Acer Platanoides	38.85	21 "	1.85	2.00	42.00
" " Schwederi	4.30	2 "	2.15	2.50	5.00
Cornus Nuttali	37.05	19 "	1.95	2.50	47.50
Prepare & Seeding Grass Areas	262.55	5.605 Acres	46.84	75.00	420.38
Commercial Tankage	54.44	1 ton	54.44	100.00	100.00
Peat Moss	25.33	5 bale	5.06	6.00	30.00
Oiled Rock Gutter	1,207.24	3,583.4 sq. yd.	0.336	0.50	1,791.70
PA #1 Hauling Topsoil	754.49	9,835 yd. mi.	0.078	0.125	1,229.38
PA #2 Furnish & Placing Aggregate for Rock Gutter	136.97	51.2 cu. yd.	2.68	2.50	128.00
Force Account	128.54				123.91
	$4,229.89				$6,002.76

Gross Revenue	$6,002.76
Total Cost	4,229.89
Net Profit	$1,772.87

Net Profit Equals 29.5% of Gross Revenue

McMinnville Roadside Improvement

Detail of Cost

Labor:

Supervision (Jack Taggart) Members of Firm (Carl Staats)	$300.30	
Labor	1,283.40	
State Industrial Accident Commission 3%	38.50	
Social Security & Unemployment Insurance 4%	51.34	
		$1,673.54

Materials:

Rye Grass Seed	107 lbs. at $0.07	$7.49	
Blue " "	107 " " 0.16	17.12	
White Clover Seed	20 " " 0.50	10.00	
Commercial Tankage	1 ton at 42.00	42.00	
Peat Moss	5 bales at 2.00	10.00	
Pseudotsuga Douglasi	27 at 2.00 each	54.00	
Quercus Rubra	12 " 1.00 "	12.00	
Acer Platanoides	21 " 1.20 "	25.20	
" " Schwedleri	2 " 1.50 "	3.00	
Cornus Nuttali	19 " 1.30 "	24.70	
3/4"-0" Crushed Gravel	150 cu. yd. at 2.50 Del. on Job	375.00	
1/4"-0" " "	29 cu. yd. at 2.50 Del. on Job	72.50	
#1 Gasco	3.77 tons at 13.00 F.O.B. Portland	49.01	
#2 "	9.35 tons at 13.00 F.O.B. Portland	121.55	
			823.57

Equipment Rental & Misc. Supplies:

Equipment Rental	$303.50	
Hired Trucks (Not including drivers)	652.52	
Gas, Oil and Grease	119.60	
Misc. Supplies & Small Tools	78.20	
Move In	56.85	
Bond	60.03	
Oiling of Rock Gutter by G. C. Curtner	222.00	
Office & General Overhead 4% of Gross Revenue	240.08	
		1,732.78
		$4,229.89

McMinnville Roadside Improvement

REMARKS:

This contract was bid and awarded on April 29th, 1938; the contractors started work on June 13th and completed on November 15th.

The topsoil used on this job was secured from two sources. About 480 cubic yards were secured from a stockpile on the project, and the remaining 1,955 yards were secured from a borrow pit containing river silt and located near the Whiteson Bridge about 5 miles from the work. The contractor used a 3/8 yard Bucyrus shovel to load the topsoil and it was hauled with light trucks rented for $2.00 per hour. The material, both from stockpile and borrow pit, was in good condition and was handled easily on the shoulders and slopes. A good profit was made on the excavation despite the fact that the contractor was required to move the shovel in and out of the borrow pit three times.

The oiled rock gutter was shaped by hand labor and the crushed gravel was placed by means of a chute on the rear of the dump trucks. The oil used was Gasco #1 and #2 and was hauled and placed by G. C. Curtner. The aggregate was hauled from the contractors' plant near Salem, a distance of 24 miles. This item also shows a good profit.

The seeding of the grass and the planting of trees were delayed until the later part of October due to the dry weather earlier in the fall. The planting of the trees was not completed until November 19th.

An excellent profit was made on this contract due to the low overhead costs of the contractors and to their energetic conduct of the work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

McMinnville Roadside Improvement

Breakdown of Costs on Oiled Rock Gutter

	Cost	Sq. Yds.	Cost per Sq. Yd.
Shaping and Preparing Ditch	$265.12	3,583.4	$0.074
Placing Mineral Aggregate	69.00	"	0.019
Placing Oil	204.93	"	0.057
Rolling and Compacting Gutter	69.52	"	0.019
Cost of Mineral Aggregate - 152 yd. at $2.50	380.00	"	0.106
Cost of Oil (Gasco Tar) - 12½ tons at $13.00	162.50	"	0.045
Prorates, Supv., Ins., Bond & Gen. Overhead	183.14	"	0.051
	$1,334.21	3,583.4	$0.371

The shaping, preparing and fine grading were done mostly by hand labor though a truck dragging a clod masher was used for two hours. The mineral aggregate was spread from the trucks through a chute fastened under the tail gate and leveled by hand. The oil used was purchased in Portland at $13.00 per ton and was hauled and placed by G. C. Curtner for $15.85 per ton. The oil was placed direct from the distributor and required 6 hours time. The mineral aggregate used was hauled from the River Bend Sand & Gravel Co. plant in West Salem and cost $2.50 delivered on the job. The rolling and compacting was done with a concrete roller pulled by hand.

RECEIVED
MAR 2 - 1939
(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
MAR 1 - 1939
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 122-B (5)
McMinnville section
Pacific Highway West

February 28, 1939

122 12-5

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
Assoc. Highway Engineer

January 25th, 1939

COST ANALYSIS - SEMI-FINAL REPORT
West Side Pacific Highway, McMinnville Section
Roadside Improvement Contract 2069, Prefix 36-1110
River Bend Sand & Gravel Co., Contractors
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Right of Way Clean-Up	$88.51	All		$275.00	$275.00
Excavation & Placing Topsoil	1,400.27	2,435.55 cu. yd.	0.574	0.70	1,704.89
Pseudotsuga Douglasi	71.55	27 each	2.65	3.00	81.00
Quercus Robra	19.80	12 "	1.65	2.00	24.00
Acer Platanoides	38.85	21 "	1.85	2.00	42.00
" " Schwederi	4.30	2 "	2.15	2.50	5.00
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McMinnville Roadside Improvement

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McMinnville Roadside Improvement

REMARKS:

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E. H. Clymer
Cost Analyst

By . . V. R. Jones

McMinnville Roadside Improvement

Breakdown of Costs on Oiled Rock Gutter

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Prorates, Supv., Ins., Bond & Gen. Overhead	183.14	"	0.051
	$1,334.21	3,583.4	$0.371

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RECEIVED
JAN 17 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 13 19[illegible]
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No. 122-B-5

Post Office Building
Portland, Oreg.

January 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Regional Office has advised that the simplest way to handle the roadside improvement work on the McMinnville section of the West Side Pacific Highway is by preparing a new project agreement designating the work as Oregon F.A.P. 122-B (5).

Inasmuch as the work is now completed we believe the only change required will be that you add the parenthetical suffix (5) to the voucher when it is submitted. The necessary corrections on papers already submitted will be made by us.

Very truly yours,

W. H. LYNCH
District Engineer

#2069

January 5, 1939

Hartford Accident & Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to River Bend Sand & Gravel Company on Contract No. 2069, McMinnville Section of the Pacific Highway West in Yamhill County, roadside improvement project. This payment will be made on or after January 15, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1

December 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 17, 1938, concerning the submission of the agreement estimate for the McMinnville Section, Project No. FA 122-B.

Our records indicate the estimate was submitted to you on August 18, 1938, but since it has apparently become misplaced or lost in transit, we are enclosing herewith seven additional copies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 122-B, McMinnville landscaping, was made by a representative of this office on November 15, 1938.

As yet we have not received the agreement estimate for reopening this project. Please submit this as soon as possible in order not to make an undue delay in the handling of the final voucher when received.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 19 1938
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLAGETT, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 3 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

December 2, 1938

IN REPLY PLEASE REFER TO FILE NO.

36-1110

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith four copies of the semi-final estimate, three copies of the quantity summary sheet, one book of construction notes and one book of platted cross-sections, all on the McMinnville Roadside Improvement Project.

Yours very truly,

F. D. EASON,
Division Engineer.

by

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. Geo. H. Otten

FORM S-A-1 8M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. BLAIR, JR., SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

122-B

November 26, 1938

NOTE
C.B.M.

Mr. I. A. DeFrance
District M intenance Engineer
Office

Dear Sir:

In these two accompanying proposed plans for entrance drives near McMinnville, the ingress and egress roads have been placed that they may serve the existing commercial establishments and the anticipated structures of the same group of buildings with as few entrances as possible.

These plans, as submitted, are in accordance with the instructions issued for ingress and egress roads.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FT
cc to:

R. H. Baldock
H. G. Smith
F. D. Mason

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 25 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 21, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. B. O Johnson
Resident Engineer
State Highway Department
McMinnville, Oregon

Dear Sir:

The sub-contractor for planting the McMinnville Roadside Improvement job will arrive in McMinnville, Tuesday morning, November 29th, at 10:30 A. M. to plant the ten Maple trees in accordance with our request.

The trees are to be planted half-way between the existing trees recently planted, and your office copy of the blue print for the job has these locations marked in pencil.

The same planting specifications as in the original contract shall apply to this planting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

GHO:FF
cc to:

By

George H. Otten
Landscape Engineer

R. H. Baldock

H. G. Smith

F. D. Eason

Form 330—8M—6-37

H. G Jan 14

OREGON STATE HIGHWAY COMMISSION

122-13

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19 1938, 193...

Section McMinnville Roadside Improvement — *Kind of work* Roadside Improvement

Highway Pacific,West — *Section prefix* 36-1110

Contractor River Bend Sand and Gravel Co — *Contract number* 2069

Date of contract April 29, 1938, 193... — *Date of completion* October 31, 1938, 193...

Date work started June 15, 1938, 193... — *Estimated date of completion* November 15,1938, 193...

Amount of contract . . . . . $467.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering $6000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 557.19, 10.2 % — *Date project was completed* November 15, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Myself and Scofield worked Tuesday, Wednesday and Thursday on final records Estimate was not completed as Contractor did not bring in invoices for fertilizer and peat moss until Saturday AM. A force account bill for removal of shear boards was returned for correction. Estimate will be sent in Monday Nov.21 AM.

Mr Otten and Spooner were here on Thursday to look over project.

Work was completed on Tuesday AM. Nov. 15.

RECEIVED
NOV 22 1938
DIVISION ENGINEER

NOTED
H.N.BACKEN

NOTED
RAY WEBBER

NOTED
VAUGHN

Signed [signature]

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

R. H. BALDOCK

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.....: County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-3-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 10th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence is requested without penalty in an extension of time on the McMinnville Landscape Project, Contract No. 2069 F.A.P. 123-B, River Road Sand & Gravel Company, contractors, from October 31st to December 15th.

There was insufficient moisture for the planting of shrubbery and grass until after the expiration of the time limit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

122-B

IN REPLY PLEASE REFER TO FILE NO.

November 3, 1938.

36-1110

Mr. R. H. Baldock,
State Highway Engineer,
Offices.

Attention: Mr. E. G. Smith.

Dear Sir:-

Herewith find requests from the River Bend Sand & Gravel Company for extension of time on their two roadside landscaping contracts, McMinnville Project, Federal Aid No. 122 B, and the Salem South Project, Federal Aid No. 176 C. Both requests are for an extension to December 15th and are accompanied by the Consent of Surety.

The reason for the necessity of this extention is due to the late, dry fall, which prevented the seeding and planting in accordance with the instructions of our landscape engineer.

It is recommended that these extensions be granted without penalty.

Very truly yours,

F. D. Eason,
Division Engineer.

FDE:MP
encl. 2
cc R. H. Baldock ✓

DIAL 116 - CALL 124F2
SHOVEL WORK BY HOUR OR CONTRACT

ONE AND ONE-HALF MILES NORTH OF
WEST SALEM, OFF WALLACE ROAD

RIVER BEND SAND and GRAVEL COMPANY

Route 1, Box 187 - SALEM, OREGON

Any Kind of Sand or Gravel Delivered Anywhere, Any Time

October 27, 1938.

RECEIVED
NOV 1 - 1938
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Department
Hammnville, Oregon.

Gentlemen:

River Bend Sand & Gravel Company; a corporation, hereby ask for extention on Federal Aid Project #128B until December 15th. 1938., for the following reason.

Insufficient moisture for planting of shrubery.

Very truly yours,

River Bend Sand & Gravel Co.

Carl R. Staats, Secretary.

Carl R Staats

DIAL 116 - CALL 124F2
SHOVEL WORK BY HOUR OR CONTRACT

ONE AND ONE-HALF MILES NORTH OF
WEST SALEM, OFF WALLACE ROAD

RIVER BEND SAND and GRAVEL COMPANY

Route 1, Box 187 - SALEM, OREGON

Any Kind of Sand or Gravel Delivered Anywhere, Any Time

October 27, 1938.

Oregon State Highway Department
Salem, Oregon.

RECEIVED
OCT 31 1938
DIVISION ENGINEER
DIVISION NO. 2

Gentlemen:

River Bend Sand & Gravel Company; a corporation, hereby ask for extention on Federal Aid Project #1760 until December 15th. 1938., for the following reasons.

Insufficient moisture for planting of shrubery.

Getting ground in condition for planting of grass.

Placing of soil on shearboards slopes.

Very truly yours,
River Bend Sand & Gravel Co.
Carl R. Staats, Secretary.
Carl R. Staats

RECEIVED
OCT 28 1938
FOR FILING

October 27, 1938

OREGON SERVICE OFFICE
Hartford Accident & Indemnity Company
319 S. W. Washington Street
Portland, Oregon

Attention Mr. Lowell Miller, Asst. Supt.,
Surety Dept.

Gentlemen:

This is to acknowledge your letter of October 25, concerning the River Bend Sand & Gravel Company contracts for roadside improvement in Marion and Yamhill Counties.

You are advised that the original completion date of both these contracts is October 31, but it will no doubt be necessary that they be extended to a later date. As far as we know, all the work that has been performed to date on both of these contracts has been satisfactory. However, in securing an extension of time it will be necessary for the contractors to make application for such extension and anticipate some definite date to which the time should be extended, and state their reasons for requiring the additional time. The application must be accompanied by the written consent of the surety on the bond. The application will then be presented to the State Highway Commission for consideration and the contractors will be advised of whatever action is taken.

Very truly yours,

Secretary

JM:MBL

R M BISSELL
CHAIRMAN BOARD OF DIRECTORS

PAUL RUTHERFORD,
VICE PRESIDENT AND GENERAL MANAGER

JAS. L. D. KEARNEY,
PRESIDENT

RECEIVED
OCT 26 1938
STATE HIGHWAY COMMISSION

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, HARTFORD BUILDING
SAN FRANCISCO, CALIFORNIA

JOY LICHTENSTEIN
VICE-PRESIDENT

A. C. POSEY
ASSISTANT MANAGER

OREGON SERVICE OFFICE
319 S. W. WASHINGTON STREET
PORTLAND OREGON

October
25
1938

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: River Bend Sand and Gravel Co.,
Bond 1584075 Roadside improvement
McMinnville Section, Pacific Highway. 122-B
Bond 1584076 Roadside improvement
Pringle Creek-Taylor Creek Section, 176-C
Pacific Highway.

Our agent at Salem advises that the Highway Department is requesting consent of surety to extension of time for the completion of these two contracts. Will you kindly advise the desired length of the extension and whether or not the contracts are in satisfactory condition at this time insofar as progress has been made.

Very truly yours

OREGON SERVICE OFFICE

By Lowell Miller
Lowell Miller
~~Assistant~~ Superintendent
Surety Department

M/n

RECEIVED
AUG 19 1938
FOR FILING
122-13

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the McMinnville Section, Project No. FA 122-B.

Very truly yours,

H. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 122-B

[redacted] SECTION OF [redacted]

PACIFIC HIGHWAY NEAR IN [redacted] COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1938

COMPLETED FEDERAL AID WORK

(Statement of completed Federal Aid Work to be made prior to submission of final voucher.)

Roadside Improvement (Sta. 61+85.4 to 91+76.9 = 0+00 to 84+70)

All Required		Right of Way Clean-up		$ 275.00
2,100	cu. yds.	Excavating & Placing Top Soil Cover	$ 0.70	1,470.00
1,500	yd. mi.	Hauling Top Soil Cover	0.25	375.00
28	only	Pseudotsuga Douglasi	3.00	84.00
10	only	Quercus Rubra	2.00	20.00
11	only	Acer Platanoides	2.00	22.00
2	only	Acer Platanoides Schwedleri	2.50	5.00
19	only	Cornus Nuttalli	2.50	47.50
9	acres	Preparation and Seeding of Grass Area	75.00	675.00
1	ton	Commercial Fertilizer	100.00	100.00
5	bales	Peat Moss	6.00	30.00
3,700	sq. yds.	Oiled Rock Gutter	0.50	1,850.00
			Subtotal	$ 4,953
			10% Engr. & Cont.	495
			Total	$ 5,448

Length 1.795 miles
Cost per mile $ 3,035

Federal Aid Funds Requested- $ 3,330
State Funds- 2,118

$ 5,448

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

FORM 401 P. 6-36 10M

RECEIVED
JUN 25 1938
FOR FILE

#2069

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
JUN 23 1938
OREGON
STATE HIGHWAY COMMISSION

122-C

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon
June 21, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: RE: RIVER BEND SAND & GRAVEL CO.

We have been called upon to make deliveries to the River Bend Sand & Gravel Company of Route 1, Box 187, Salem, Oregon, in connection with their contract let by your Department for roadside improvement of 2.4 miles northwest of city limits to within city limits of McMinnville.

I shall appreciate your verifying the information on the attached form, as well as supplying additional data necessary to complete the form.

A business reply envelope is enclosed for your convenience.

Thank you.

Yours very truly,

D. E. NICHOLS
District Credit Supervisor

By: D. E. Nichols

IET:B
ENCLS

RECEIVED
MAY 27 1938
FOR FILING

FA 122-B

May 27, 1938

RIVER BEND SAND & GRAVEL COMPANY, INC.
Route 1, Box 187
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of each of the following contracts which were awarded you on April 28 and 29, respectively:

Contract No. 2064, for Roadside Improvement on the Pringle Creek-Taylor Creek Section of the Pacific Highway, in Marion County;

Contract No. 2069, for Roadside Improvement on the McMinnville Section of the Pacific Highway West, in Yamhill County.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FA 122-12

May 5, 1938

RIVER BEND SAND & GRAVEL COMPANY
Route 1, Box 187
Salem, Oregon

Gentlemen:

We hand you herewith four copies of each of the following contracts which were awarded you by the State Highway Commission on April 28 and 29, 1938, respectively:

Contract No. 2064, covering the Pringle Creek-Taylor Creek Roadside Improvement Project on the Pacific Highway, in Marion County.

Contract No. 2069, covering the McMinnville Roadside Improvement Project on the Pacific Highway West, in Yamhill County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send andexecuted copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretar y

MBL

RECEIVED
AUG 19 1938
FOR UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE
MONTANA
OREGON
WASHINGTON
122-B
RECEIVED
MAY 2 - 1938
POST OFFICE BUILDING
STATE HIGHWAY COMMISSION

April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 122-B, roadside improvement on McMinnville section of the Pacific Highway West, to River Bend Sand & Gravel Co., Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

12-1-6

RECEIVED
POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 122-B, roadside improvement on the McMinnville section of the West Side Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 19 1938
FOR FILING

April 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the McMinnville Section, Project FA 122-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department — Federal Aid Project No. 122-B

McMINNVILLE SECTION OF THE

PACIFIC HIGHWAY EAST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 11, 1938

COMPLETED FEDERAL AID WORK

(Statement of Completed Federal Aid Work to be made prior to submission of final voucher.)

Roadside Improvement (Sta. 81+85.4 to 81+76.9 = 0+00 to 84+70)

All Required		Right of Way Clean-up		$ 50.00
2,100	cu. yds.	Excavating & Placing Top Soil Cover	$1.00	2,100.00
1,500	yd. mi.	Hauling Top Soil Cover	.20	300.00
28	only	Pseudotsuga Douglasi	4.00	112.00
10	only	Quercus Rubra	2.50	25.00
11	only	Acer Platanoides	2.50	27.50
2	only	Acer Platanoides Schwedleri	2.50	5.00
19	only	Cornus Nuttallii	2.50	47.50
9	acres	Preparation and Seeding of Grass Area	100.00	900.00
1	ton	Commercial Tankage	60.00	60.00
5	bales	Peat Moss	4.00	20.00
3,700	sq. yds.	Oiled Rock Gutter	.40	1,480.00
			Subtotal	$ 5,127
			10% Engr. & Cont.	512
			Total	$ 5,639

Length — 1.795 miles
Cost per mile — $ 3,141

Federal Aid Funds Requested - $ 3,440
State Funds - 2,199

$ 5,639

CONTRACT # 2070

FAS 10-A Baker-Flagstaff Hill Sec., Baker-Homestead Hwy. 1938

2070

RECEIVED
AUG 21 1940
FOR FILING
FAS 10-A

Salem, Oregon
August 20, 1940

Final payment by PRA
on Project No. FAS 10-A

MEMORANDUM TO MR. MAISON

The final Federal Aid voucher was submitted for Project No. FAS 10-A, in the amount of $7,265.00, and final payment was made in the reduced amount of $6,029.27.

This reduction was occasioned by there being insufficient Federal funds available to pay the full amount requested, and it was necessary for the Public Roads Administration to reduce the amount to conform with the remaining unobligated Federal funds.

J. W. Nash

FAS 10-A

RECEIVED
1 3 1940
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 12

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 10-A
Baker-Flagstaff Hill Section
Baker-Homestead Highway

STATE ENGINEER'S OFFICE

POST OFFICE BUILDING
PORTLAND, OREGON

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

A+p-35272

Oregon Federal Aid Secondary
Project FAS 10-A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 15, 1938 by the Secretary of Agriculture, and on August 23, 1938 by the Oregon State Highway Commission, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project FAS 10-A; and

WHEREAS, under the Reorganization Act of 1939 (Public No. 19 - 76th Cong.) and the President's first plan of Government Reorganization, effective July 1, 1939, all functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads (now the Public Roads Administration of the Federal Works Agency) are transferred to and exercised by the Federal Works Administrator, hereinafter referred to as the Administrator; and

WHEREAS, the Oregon State Highway Commission has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds approved and set aside to the credit of the project from $12,000.00 to $13,589.27.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Oregon State Highway Commission and the Administrator, that the estimate be revised in the manner above indicated and that said

project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate and the sum of thirteen thousand, five hundred eighty-nine and 27/100 dollars ($13,589.27), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of thirteen thousand, five hundred eighty-nine and 27/100 dollars ($13,589.27), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-four thousand, two hundred eighty-seven and 00/100 dollars ($34,287.00), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 11 1940, and the Administrator on JUN 18 1940.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By Thurman H. Crouch
Member, State Highway Commission

By _____
Member, State Highway Commission

Federal Works Administrator,

By W. C. Tuerry
Acting Commissioner of Public Roads.

Oregon Federal Aid Secondary Project FAS 10-A.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 10-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 11,287.00 in lieu of the $12,000.00 approved by Certificate of September 15, 1938, as the total estimated cost of said project, and the sum of $ 13,589.27 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of JUN 18 1940 one thousand nine hundred and .....

FEDERAL WORKS ADMINISTRATOR,

By W. C. Fay
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10189

RECEIVED
AUG 21 1940
FOR FILING
FAS 10-A

June 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Baker-Flagstaff Hill Section, Project No. FAS 10-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
JUN - 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 5, 1940

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Federal Aid Secondary Project
FAS 10-A, Baker-Flagstaff Hill Section
of the Baker-Homestead Road.

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

As this agreement involves funds which will lapse June 30, 1940, if it is not executed prior to that date, it is suggested that the agreement be signed without delay by the two Commissioners now in the State.

Enclosed is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

RECEIVED
AUG 21 1940
FOR FILING

FAS 10-A

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 15, 1939, regarding the status of the modification of the project agreement for Oregon Federal Aid Secondary Project FAS 10-A, Baker-Flagstaff Hill Section of the Baker-Homestead Highway, a project on the 1938 program.

An increase of Federal funds from $12,000 to $14,825 was requested for this project. Since then we have received a final voucher billing us for the latter amount, but no reply concerning the method of raising funds. Our books today show an available balance of $1,589.27, 1938 FAS money.

As 1938 FAS funds lapse if not under agreement by June 30 of this year, please give the matter of financing this modification your attention before it is too late.

Very truly yours,

W. H. LYNCH
District Engineer

By [signature]
F. E. Andrews
Sr. Highway Engineer

for

FAS 10-A

Salem, Oregon
September 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Baker-Flag Staff Hill Section, Project No. FAS 10-A.

The amount of Federal Aid funds originally requested on this project was $12,000.00, and it is now our desire to increase this amount to $14,825.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 10-A

BAKER-FLAGSTAFF HILL SECTION OF THE

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1939

COMPLETED FEDERAL AID WORK

Total Cost-	$ 145,146.18
Federal Aid Paid-	$ 37,269.18
Length-	18.750 miles

NEW WORK

Roadway (Sta. 54+80 to 299+85)

All Required		Clearing and Grubbing	$ - -	$ 245.00
160	cu. yds.	Trench Excavation	.85	136.00
45,500	cu. yds.	Common Excavation	.22	10,010.00
8,000	cu. yds.	Solid Rock Excavation	.42	3,360.00
45,000	yd. sta.	Overhaul	.02	900.00
13,000	yd. mi.	Truck Haul	.12	1,560.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
4,000	lin. ft.	Rounding Cutbanks	.10	400.00
210	lin. ft.	12" Corr. Iron Pipe	1.10	231.00
120	lin. ft.	18" Corr. Iron Pipe	1.50	180.00
100	lin. ft.	24" Corr. Iron Pipe	2.50	250.00
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.00	100.00
60	lin. ft.	24" Corr. Iron Siphon Pipe	3.00	180.00
110	lin. ft.	Salvaging Culvert Pipe	.50	55.00
10	cu. yds.	Class "A" Concrete	26.00	260.00
15,500	cu. yds.	Gravel Topping	.20	3,100.00
26,800	yd. mi.	Hauling Gravel Topping	.10	2,680.00
1,500	cu. yds.	Filler	.20	300.00
2,700	yd. mi.	Hauling Filler	.12	324.00
240	M-gal.	Sprinkling	1.00	240.00
4.64	miles	Preparation of Base	100.00	464.00
816	cu. yds.	Mineral Aggregate in Place	2.40	1,958.40
77	tons	SC-2 Road Oil in Place	23.00	1,771.00
77	tons	SC-6 Road Oil in Place	26.00	2,002.00
			Subtotal	$ 31,178
			10% Engr. & Cont.	3,117
			Total	$ 34,287

Length 4.637 miles
Cost per mile $ 7.394

FAS Funds Requested- $ 14,825.00
State Funds- 19,462.00

$ 34,287.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FAS 10-P

May 23, 1939

Mr. H. G. Smith
Construction Engineer
O F F I C E

Dear Mr. Smith:

I am returning to you herewith for further handling three copies of the agreement between the State Highway Commission and Contractor E. H. Itschner disposing of his claim for extra compensation arising out of his contract for the construction of the Baker-Flagstaff Hill Section of the Baker-Homestead Highway, in Baker County.

I have sent one copy of this agreement to Mr. Itschner and have retained the original thereof for the Commission's records and files.

Very truly yours,

Secretary

HBG:MBL

May 23, 1939

Mr. E. H. Itschner
Molalla, Oregon

Dear Sir:

Enclosed for your records and files is an executed copy of an agreement between yourself and the State Highway Commission disposing of your claim for extra compensation arising out of your contract with the Commission for the construction of the Baker-Flagstaff Hill Section of the Baker-Homestead Highway, in Baker County.

Very truly yours,

Secretary

HBG:MBL

FORM S-M-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith a claim in the amount of $1847 which Mr. E. H. Itschner has submitted to this office in connection with his contract on the Baker-Flagstaff Hill grading and surfacing project in Baker County.

Mr. Itschner is basing his claim on the fact that excavation quantities on the job were only 50% of the amount advertised in the bids and he feels that this underrun changed the nature of the job entirely in that it became more or less of a scratch-work project and could not efficiently be handled with the large scrapers he moved to the job in anticipation of the larger quantity of material.

Due to discrepancy in planometered quantities of the location survey, there was an underrun of 50% and it does appear to me that Mr. Itschner was damaged to a certain extent. The contract, of course, clearly states that the State does not guarantee any specified quantities, but at the same time such a variation from them can not be reasonably expected. There is no question but that the cost of the work was increased per cubic yard owing to the fact that the decreased quantities did not permit of 100% efficiency with large grading equipment.

Mr. Itschner has not so itemized his claim, but in talking the matter over with him, he advised that he would present a claim for 5¢ per cubic yard plus half of his moving costs. This would approximate the amount as set forth in his lump sum claim. I am recommending that some consideration be given to Mr. Itschner's claim.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 30th, 1938

Mr. W. G. Williams
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

In regard to the matter of the E. H. Itschner claim for $3,393.82 on the Baker-Flagstaff Hill grading work.

If Mr. Itschner has presented you with a formal written claim it should be forwarded to Salem for official consideration. No doubt a conference would be held with him and action taken in the customary manner.

If Mr. Itschner is just asking your advise concerning such a claim, you may advise him that I see no grounds for him to claim additional compensation for finishing because that was a separate bid item and not influenced by the amount of work.

The item of moving grading equipment to and from the job would seem to merit consideration in an amount proportionate to the original and final grading quantities. The claim for sloping might also merit consideration on the same basis. However, I am unable to see offhand how social security, industrial accident insurance or unemployment compensation would in any degree be out of proportion to the yardage moved, but Mr. Itschner should be guided solely by his own ideas in the preparation of his formal claim.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
DEC 28 1938
FOR FILING

December 28, 1938

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency,
Pettigrew Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2070, for the construction of the Baker-Flagstaff Hill Section of the Baker-Homestead Highway in Baker County, has been completed by the contractor, E. H. Itschner, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $28,819.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary/

Dict. by J. McFarland.

CT CT R. H Baldock

December 22nd, 1938

COST ANALYSIS-FINAL REPORT

Baker-Homestead Highway, Baker-Flagstaff Hill Section
Grading & Oiling Contract 2070, Prefix 1-1116
E. H. Itschner, Contractor
Dean Swift, Resident Engineer

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	80.00	100%			300.00
Trench Excavation	906.30	1,132.9 cu. yd.	0.80	0.85	962.97
Common "	5,058.89	26,347 " "	0.19	0.22	5,796.34
Solid Rock "	2,534.60	3,378.7 " "	0.75	0.42	1,419.05
Overhaul	401.24	20,062 yd. sta.	0.02	0.02	401.24
Truck Haul	949.75	7,914.6 yd. mi.	0.12	0.12	949.75
Finishing Roadbed & Slopes	567.40	5.674 Miles	100.00	100.00	567.40
Rounding Cutbanks	139.60	1,745 lin. ft.	0.08	0.10	174.50
12" Corr. Iron Pipe	290.20	276 " "	1.05	1.10	303.60
18" " " "	485.44	328 " "	1.48	1.50	492.00
24" " " "	182.00	80 " "	2.28	2.50	200.00
18" Corr. Iron Siphon Pipe	110.50	56 " "	1.97	2.00	112.00
Salvage Culvert Pipe	157.00	314 " "	0.50	0.50	157.00
Class "A" Concrete	277.09	11.31 cu. yd.	24.50	26.00	294.06
Gravel Topping	3,403.21	17,454.5 " "	0.195	0.20	3,490.90
Haul Gravel Topping	2,912.76	29,697.25 yd. mi.	0.098	0.10	2,969.73
Filler	497.85	1,659.5 cu. yd.	0.30	0.20	331.90
Haul Filler	343.45	3,504.75 yd. mi.	0.098	0.12	420.57
Sprinkling	390.00	300 M-Gal.	1.30	1.00	300.00
Preparation of Base	578.75	5.674 Miles	102.00	100.00	567.40
Mineral Aggregate in Place	2,934.88	961.5 cu. yd.	3.05	2.40	2,307.60
SC-2 Road Oil in Place	1,728.67	77.519 tons	22.30	23.00	1,782.94
SC-6 " " " "	1,963.92	79.15 "	24.80	26.00	2,057.90

Baker-Flagstaff Hill Section - Continued.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4" - 1/2" Cr. Gravel in S.P.	$1,754.90	1,002.7 cu. yd.	1.75	1.25	$1,253.38
1/2" - 1/4" " " " "	1,819.80	1,039.7 " "	1.75	1.25	1,299.63
Hauling " " Pile Measure	312.42	2,083.3 yd. mi.	0.15	0.12	250.00
PA #1, 36" Corr. Iron Pipe	208.42	40 lin. ft.	5.21	6.00	240.00
" 36" " " Siphon Pipe	358.90	60 " "	5.98	6.50	390.00
Remove & Reinstall 18" Corr. Flume	67.50	54 " "	1.25	1.25	67.50
Screen Rejections	210.38	841.5 cu. yd.		0.25	210.38
Haul Screen Rejections	21.52	179.3 yd. mi.		0.12	21.52
Deduction - Engineering Charges for Excess Time					- 292.28
	$31,647.34				$29,798.98

Total Cost	$31,647.34
Gross Revenue	29,798.98
Net Loss	$1,848.36

Net Loss Equals 6.2% of Gross Revenue

CT CT

Detail of Cost

Labor:

Supervision (Timekeeper & Foreman)	$723.41	
Labor	8,907.79	
State Industrial Accident Insurance	279.65	
Unemployment Insurance & Social Security	329.57	
		$10,240.42

Materials:

12" Corr. Iron Pipe	276 lin. ft. at 0.78	$215.28	
12" " " " Bands	9 each at 0.82	7.38	
18" " " "	328 lin. ft. at 1.13	370.64	
18" " " " "	11 each at 1.61	17.71	
18" " " Siphon Pipe	56 lin. ft. at 1.51	84.56	
18" " " " " Bands	2 each at 1.77	3.54	
24" Corr. Iron Pipe	80 lin. ft. at 1.80	144.00	
24" " " " Bands	3 each at 2.00	6.00	
36" " " "	40 lin. ft. at 3.58	143.20	
36" " " " "	1 each at 3.22	3.22	
36" " " Siphon Pipe	60 lin. ft. at 4.23	253.80	
36" " " " " Bands	2 each at 3.54	7.08	
			1,256.41

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$6,690.00	
Gas, Oil and Grease	2,869.31	
Hired Trucks (Not including Labor and Gas)	1,144.81	
Small Tools, Repairs and Miscellaneous	2,211.08	
Powder	447.78	
Freight	273.21	
Moving In Expense	200.00	
Lumber	188.99	
Overhead and Misc. Expense	464.68	
Bond	300.91	
		14,790.77

Sub-Contract - Babler Bros.:

Preparation of Base	5.674 Miles at $100.00	$567.40	
Placing Mineral Aggregate	961.5 cu. yd. at 1.25	1,201.88	
SC-2 Road Oil in Place	77.519 tons at 22.00	1,705.42	
SC-6 " " " "	79.15 " " 24.50	1,939.18	
Less 1% for Bond		- 54.14	
			5,359.74
			$31,647.34

Baker-Flagstaff Hill Section

REMARKS:

This contract consisted of the grading and oiling of 5.68 miles of roadway. It was bid April 29th, 1938; work was started July 7th, and finished October 12th.

For the excavation work the contractor brought in two cats (RD-8 and RD-7), one dozer, two LeTourneau scrapers (8 cu. yd. and 12 cu. yd.), 1 compressor, 1 - 1 cu. yd. shovel and a motor patrol. Fair progress was made on this part of the work. The common material was of a fine texture, and the contractor was required to keep sprinkling almost continuously to keep the dust settled. The solid excavation occurred in shallow cuts, which consequently resulted in high costs.

The topping operations were executed in a fairly efficient manner. A 1 cu. yd. dragline shovel was used to dig the material. The 3/4" - 0" scalped materials from the crushing plant was used for top dressing.

For the production of crushed rock the contractor erected a plant of small capacity. Crushing was started September 12th, but due to breakdowns the production of the 3,000 cubic yards required on this project was not completed until October 5th.

Babler Bros. sub-contracted the oiling work.

The contractor has been buying some equipment on the purchase rental plan. The equipment rental in this report, however, has been figured at our regular nominal rates. Should any of the equipment be returned he will suffer a greater loss than that shown.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM S-M-1 2M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADDYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 9, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

I am submitting herewith statement of engineering charges in the amount of $298.28 to be assessed against E. H. Itschner, for overrun of specified time limit on Contract No. 2070, Baker-Flagstaff Hill Section in Baker County.

The statement of engineering expenses as mailed to Resident Engineer Swift from your office has been corrected to eliminate any sick or casual leave.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:bm
CC RH Baldock
CC HG Smith
Enclosure

FORM S-16-1 SM 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

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NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FAS 10-A

November 17, 1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Highway Engineer

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

I hand you herewith copy of letter addressed to me by Resident Engineer Swift at Baker, explaining reasons for overruns and underruns of bid items on the Baker-Flagstaff Hill Section of the Baker-Homestead Highway in Baker County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:RM
CC RHBaldock

#2090
2070-S

RECEIVED
NOV 16 1938
7a-11-a

November 16, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that it is the intention of the State Highway Commission to make semi-final payment to E. H. Itschner on contract No. 2070, Baker-Flagstaff Hill Section of the Baker-Homestead Highway in Baker County. This payment will be made on or after November 28, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 12th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to E. H. Itschner on his Contract No. 2070, Baker-Flagstaff Hill Section of the Baker-Homestead Highway in Baker County, for 12 days from September 30th to October 12th, F.A.P. 10A.

It is recommended that engineering costs be assessed against the contractor for the inclusive period.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-M-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
November 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Baker-Flagstaff Hill Section of the Baker-Homestead Highway in Baker County. All work on this project was satisfactorily completed by the contractor on October 12.

You will note that the total cost of the project, as indicated by the semi-final estimate is $32,598.00 as compared to the project authorization $42,656.00. Of this underrun approximately $5,700 is an underrun on contract bid items. Practically all of the underrun occurred in the excavation and haul units. This, as I previously advised you, is the result of an error in the compiling of the preliminary estimate quantities.

The Resident Engineer has not as yet submitted a letter explaining underruns and overruns of more than 10% and I am requesting that he submit such letter immediately. Upon receipt of the same, you will be furnished with a copy for inclusion with the final records.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
I. W. McCallister
S. H. Probert

#2070

FORM S-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith request of E. H. Itsohner, together with the consent of his surety company, for an extension of time of 12 days from September 30 to October 12 on his contract No. 2070, Baker-Flagstaff Hill Section, Baker-Homestead Highway in Baker County.

Contractor's failure to complete this project on time was solely the result of his not starting the work in sufficient time after awarding of contract to allow enough time for the work.

The contract items showed a material underrun of the estimated amounts and had not the items shown an underrun, he would have exceeded his contract time limit considerably more.

As noncompletion of contract on time is entirely the fault of the contractor, it is my recommendation that he be given an extension of time from September 30 to October 12, but that he be assessed engineering costs for the inclusive period.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. B. Glaisyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 10-A, Baker-Flagstaff Hill section, was made by a representative of this office on October 18, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 10-A, Baker-Flagstaff Hill section, was made by _____, a representative of this office on October 18, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLASGOW, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM, October 20, 1938.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 21 1938
FOR

Mr. Dean Swift,
Resident Engineer,
Baker, Ore.

NOTED
State Highway Engineer

Dear Sir:

As requested we are sending you under separate cover the 100 ft. detail map - Baker-Flagstaff Hill Section Baker-Homestead Highway, our file 167-14.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
W. C. Williams

Form 338—SM—10-37

Fad 10-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 15,1938, 193...

Section Baker - Flagstaff Hill

Kind of work Grad and Surf.

Highway Baker - Homestead

Section prefix 1 - 1116

Contractor E.H.Itschner

Contract number 2070

Date of contract May. 14,1938, 193...

Date of completion Sept. 30,1938, 193...

Date work started July 7,1938, 193...

Estimated date of completion Oct. 12,1938, 193...

Amount of contract . . . . . $ 38,762.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 30,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1700, 6 %

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished Wednesday of this week (Oct.12th.)

NOTED
J. N. HACKETT

OCT 17 1938

NOTED
VAN SCOY

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

WCW:MA
cc R. H. Baldock ✓

W. C. WILLIAMS
Division Engineer

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.68	5.68	2000	5.68	
Miles partially completed					
Miles completed	5.68	5.68		5.68	
Total estimated quantities			2000		
Estimated quantities moved or placed to date			2000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	LEE COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7				3		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

WCW:MA
cc R. H. Baldock ✓

W. C. [redacted]
Division Engineer

FORM M-1 1309 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
OCT 13 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
OCT 11 1938
STATE HIGHWAY COMMISSION
OREGON

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Due to an error in the computaion of location quantities on the Baker-Flagstaff Hill Section of the Baker Homestead Highway, there will be an underrun of the cost of the project of approximately $7,500, or 20%.

A very unusual error occurred in preparation of quantities and it is hard to believe that this error was not noted prior to this time. The preliminary cross-sections were planimetered as has been the custom in the preparation of location data. It so happens that on the Baker-Flagstaff Hill Section, Cumputer Hetrick was using a planimeter set for a 10 scale, whereas the cross-sections were platted on a 5 scale. He divided the resulting area by two, which is twice what they should have been. As a result, all quantities on the project were doubled, as was the overhaul and truck haul. The preliminary sections were checked, but the same error occurred in the checking, in that the wrong setting of the planimeter was not noted.

There were about 53,000 cubic yards total net quantities shown on the plans which did not seem too high for the 5.68 mile section, as there was some fairly heavy work involved. The actual quantities, however, were only about 27,000 cubic yards. The final quantities will be approximately that amount.

I do not know just what stand the contractor may take owing to this error, as he will provably feel that prices would not have been so low had the correct quantities been shown. He, however, was not able to complete his project on time and is now more than ten days over his time limit. Had there been quantities in the amount as indicated in the plans, he would have been still farther behind and could not have finished oiling work this season. As yet I have not had an opportunity to discuss with the contractor what attitude he may take in relation to this underrun.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock ✓

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLAUGHTER, SECRETARY

RECEIVED
OCT 13 1938
FOR FILING

STATE DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

October 13, 1938.

IN REPLY PLEASE REFER TO FILE No.

Mr. Dean Swift,
Resident Engineer,
Baker, Ore.

Dear Sir:

At the request of the Division Office, we are sending you under separate cover a roll of platted cross sections on the Baker-Flagstaff Hill Section of the Baker-Homestead Highway.

Our File #167-16.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
M

CC to
R.H.Baldock
W. C. Williams

RECEIVED
OCT 6 1938
FOR ING

RECEIVED
- 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 10-A
Baker-Flagstaff Hill section
Baker-Homestead Highway

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

A4pr 35 272

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 10-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8513

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of August, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress)

Whereas the Highway Department of said State submitted on the 5th day of April, 1938, a project statement, which was approved by the Secretary on the 11th day of April, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 12th day of April, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand and no/100

dollars ($ 12,000.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 54+80 in the E. 1/2 of Section 9, T. 9 S., R. 40 E., at the north corporate limits of the city of Baker, and survey station 299+85 in the SE 1/4 of Section 6, T. 9 S., R. 41 E., W.M.

, length 4.637 miles, in Baker County, being Section A of Oregon Federal Aid Secondary project No. FAS 10, consisting of 4.637 miles of roadway and no bridges of more than 20 feet clear span

HIGHWAY COMMISSION AUG 26 1938 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twelve thousand and no/100 dollars ($ 12,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-four thousand, two hundred eighty-seven and no/100 dollars ($ 34,287.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span. STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of SEP 15 '38, 19____.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____

Acting Chief, Bureau of Public Roads.

8—5318

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 10-A State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 34,287.00 as the total estimated cost of said project, and the sum of $ 12,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of Oct. 15 '38 one thousand nine hundred and .....

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4080

RECEIVED
SEP 28 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
September 23,1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr.W. C. Williams,
Division Engineer,
La Grande, Ore.

VOTED
Highway Engineer

Dear Sir:

The sub-contract between E.H. Itschner and Babler Bros., for oiling on the Baker-Flagstaff Hill Section meets the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 28, 1938

RECEIVED
AUG 29 1938
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Herewith order for state force work in the amount of $21 covering the construction of right of way fence on the Baker-Flagstaff Hill section of the Baker-Homestead Highway.

This construction is as per right of way agreement.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
AUG 26 1938
FOR FILING
10410

August 24, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Baker-Flagstaff Hill Section, Project No. FAS 10-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/CS

Encl.

FORM S-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

RECEIVED
AUG 24 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith price agreement No. 1 on the Baker-Flagstaff Hill section of the Baker-Homestead Highway in Baker County.

Since the contract on this project was let, the waterway areas have been increased, which makes it necessary to increase the size of culvert pipes designated in the specifications.

Additional project authorization will not be required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

(Stencil #28)

RECEIVED
AUG 16 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

REFER TO FILE NO. Oregon FAS 10-A
Baker-Flagstaff Hill Section
Baker Homestead Hwy.

Fas 10-A

August 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
JUN 10 1938
FOR FILING

Fa 9/10-1

June 9, 1938

Mr. E. H. Itschner

Molalla, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2070 awarded to you on May 14, 1938, for 5.68 miles grading and oiling on the Baker-Flagstaff Section of the Baker-Homestead Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 10 1938
FOR FILING

7a-1b-2a

June 9, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 2070 awarded to E. H. Itschner on May 14, 1938, for 5.68 miles grading and oiling on the Baker-Flagstaff Hill Section of the Baker-Homestead Highway, in Baker County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 10 1938
FOR FILING
F9 L 10-A

June 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Baker-Flagstaff Hill Section, Project No. FAS 10-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Secondary Project No. FAS 13-A

BAKER-FLAGSTAFF HILL SECTION OF THE BAKER-RICHLAND HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1938

COMPLETED FEDERAL AID WORK

Total Cost	$ 145,146.18
Federal Aid Paid	$ 57,269.18
Length	18.750 miles

NEW WORK

Roadway (Sta. 0+00 to 299+85)

All Required		Clearing and Grubbing	$ - -	$ 245.00
160	cu. yds.	Trench Excavation	.85	136.00
45,500	cu. yds.	Common Excavation	.22	10,010.00
8,000	cu. yds.	Solid Rock Excavation	.42	3,360.00
45,000	yd. sta.	Overhaul	.02	900.00
13,000	yd. mi.	Truck Haul	.12	1,560.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
4,000	lin. ft.	Rounding Cutbanks	.10	400.00
210	lin. ft.	12" Corr. Iron Pipe	1.10	231.00
120	lin. ft.	18" Corr. Iron Pipe	1.50	180.00
100	lin. ft.	24" Corr. Iron Pipe	2.50	250.00
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.00	100.00
60	lin. ft.	24" Corr. Iron Siphon Pipe	3.00	180.00
110	lin. ft.	Salvaging Culvert Pipe	.50	55.00
10	cu. yds.	Class "A" Concrete	26.00	260.00
15,500	cu. yds.	Gravel Topping	.20	3,100.00
26,800	yd. mi.	Hauling Gravel Topping	.10	2,680.00
1,500	cu. yds.	Filler	.20	300.00
2,700	yd. mi.	Hauling Filler	.12	324.00
240	M-gal.	Sprinkling	1.00	240.00
4.64	miles	Preparation of Base	100.00	464.00
816	cu. yds.	Mineral Aggregate in Place	2.40	1,958.40
77	tons	SC-2 Road Oil in Place	23.00	1,771.00
77	tons	SC-6 Road Oil in Place	26.00	2,002.00
			Subtotal	$ 31,170
			10% Engr. & Cont.	3,117
			Total	$ 34,287

Length	4.637 miles
Cost per mile	$ 7,394

PAS Funds Requested- -	$ 12,000.00
State Funds- -	22,287.00
	$ 34,287.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
Flat Files

FAS 10-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous verbal concurrence in award of contract, as of May 14, 1938, for Oregon Federal Aid Secondary project FAS 10-A, Baker-Flagstaff Hill section of the Baker-Homestead Highway, to E. H. Itschner, Molalla, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 19 1938
FOR FILING

7a/10-a

May 18, 1938

E. H. Itschner

Molalla, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2070 which was awarded to you on May 14, 1938, by the State Highway Commission covering 5.68 miles grading and oiling on the Baker-Homestead Highway, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 21 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 18 1938
FOR FILING

May 14, 1938

Mr. E. M. Itschner

Molalla, Oregon

Dear Sir:

Confirming my wire to you of this date, advise that the State Highway Commission awarded to you as of this date the contract covering the 5.68 miles grading and oiling on the Baker-Flagstaff Hill Section of the Baker-Homestead Highway, in Baker County. This award was based on your low bid of $38,762.00 submitted on April 29, 1938.

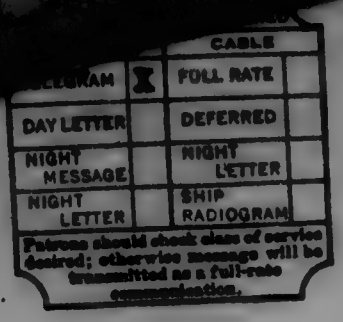
Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

(Get confirmed at June 2 meeting)


CABLE
FULL RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MAY 14 1936

L. E. ITSCHNER
MOLALLA OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT COVERING CONSTRUCTION OF BAKER-FLAGSTAFF HILL SECTION OF BAKER HOMESTEAD HIGHWAY BASED ON LOW BID SUBMITTED BY YOU APRIL 29 CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

S. H. Probert
Office Engineer

SHP1

RECEIVED
MAY 31 1938

70.Y1-A

May 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

All required rights of way and material sources for the Baker-Flagstaff Hill Project (FAS 10-A) having been acquired, we desire to make the award of contract to the low bidder, E. H. Itschner of Molalla, Oregon.

May we have your consurrence in the award of this contract as of May 14th, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM S.A.-1 (DM. 11-37)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

FAS 10-A

April 23rd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In answer to your telephone inquiry on the Baker-Flagstaff Hill Section, I find that it is desirable to modify the original set-up by spending the State money inside the City and the Federal money outside the City. The map and profile of the entire section shows on the Federal Aid Sheets, but the summary page which had to be submitted to the Bureau only provided for the Federal Aid portion. The summary in the proposal form includes both sections.

They had not thought there would be any confusion over this as it saved duplicating the plans to some extent, but they will send out a letter to the contractors explaining the discrepancy in the two summaries.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
[illegible] Highway Engineer

H. B. GLAISYER
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 22, 1938

RECEIVED
APR 23 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith my estimate of cost for comparison of bids on the Baker-Flagstaff Hill section, Baker-Homestead Highway in Baker County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

Fa-A 10-A

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 10-A, the Baker-Flagstaff Hill section of the Baker-Homestead Highway, have today been recommended for approval. This is your authority to advertise, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

FAS 10-A

April 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Baker-Flagstaff Hill Section, Project No. FAS 10-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

We are likewise sending five copies of project statement which coincides with the original project number 10, except an extension to connect with Federal Aid route No. 1 in the City of Baker.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 10-A

BAKER-FLAGSTAFF HILL SECTION OF THE

BAKER-HUNTINGTON HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 5, 1938

COMPLETED FEDERAL AID WORK

Total Cost- $ 145,146.10
Federal Aid Paid- $ 57,269.18
Length- 18.750 miles

NEW WORK

Roadway (Stns. 0+00 to 299+85)

All Required		Clearing and Grubbing		$ 500.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
45,500	cu. yds.	Common Excavation	0.18	8,190.00
8,000	cu. yds.	Solid Rock Excavation	0.60	4,800.00
45,000	yd. sta.	Overhaul	0.015	675.00
13,000	yd. mi.	Truck Haul	0.12	1,560.00
4.64	miles	Finishing Roadbed & Slopes	200.00	928.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
210	lin. ft.	12" Corr. Iron Pipe	1.50	315.00
120	lin. ft.	18" Corr. Iron Pipe	2.00	240.00
100	lin. ft.	24" Corr. Iron Pipe	3.00	300.00
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.25	112.50
60	lin. ft.	24" Corr. Iron Siphon Pipe	3.25	195.00
110	lin. ft.	Salvaging Culvert Pipe	0.60	66.00
10	cu. yds.	Class "A" Concrete	25.00	250.00
15,500	cu. yds.	Gravel Topping	0.25	3,875.00
26,800	yd. mi.	Hauling Gravel Topping	0.11	2,948.00
1,500	cu. yds.	Filler	0.40	600.00
2,700	yd. mi.	Hauling Filler	0.15	405.00
240	M-Gal.	Sprinkling	1.50	360.00
4.64	miles	Preparation of Base	100.00	464.00
816	cu. yds.	Mineral Aggregate in Place	2.75	2,244.00
77	tons	SC-2 Road Oil in Place	25.00	1,925.00
77	tons	SC-6 Road Oil in Place	25.00	1,925.00

Subtotal	$ 33,437
10% Engr. & Cont.	3,343
Total	$ 36,780

Length	4.657 miles
Cost per mile	$ 7,952

FAS Funds Requested	$ 12,200
State Funds	24,580
	$ 36,780

CONTRACT [redacted] 2071

21-J203 Otis-Boyer Section, Salmon River Hwy. 1938

RECEIVED
DEC 9 1938
FOR FILING
21-12-03

#2071

December 9, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of December 7th you are advised that the O. C. Yocom, Contract No. 2071, Otis-Boyer Section in Lincoln and Tillamook Counties, was completed June 15, 1938. This contract was accepted June 30, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

RECEIVED
DEC 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

December 7, 1938

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: O. C. Yocom - Job 2071

The above job has been finished for several months. Will you please advise official completion and acceptance dates of this work?

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

RECEIVED
JAN 23 1939
FOR FILING

September 17, 1938

Mr. J. W. McCallister
Final Estimate Checking Engineer
Building

Dear Sir:

After considering Mr. Yocum's claim for payhaul on the hauling of screen rejection rock from the quarry to the crusher, Mr. Baldock has accepted H. C. Smith's recommendation that payment for the haul be allowed and has authorized the making of such payment. Please, therefore, revise Mr. Yocum's final estimate to include the additional haul.

The foregoing applies to the contract for rock production on the Otis-Boyer Section of the Salmon River Highway (Contract No. 2971).

Very truly yours,

Office Engineer

SHP:ER

July 23, 1938

Mr. O. C. Yocom
General Contractor
Willamina, Oregon

Dear Mr. Yocom:

I am returning to you for reconsideration your letter of July 16th, and the final estimate which was returned therewith unsigned.

You are neither in position to demand payment for haul on the excess screen rejection material, or to refuse to give us a lease on the site on which the materials are stockpiled. Your contract specifically provides that all screen rejection material is the property of the State, and that the only payment you are to receive in connection with it is payment for such extra expense as is involved in placing the material in stockpiles. The cost of transporting rock from the quarry to the crusher is a part of the cost of producing the pay sizes of crushed rock, and the State can make no separate payment for any part of it.

As far as our right to stockpile materials on the site which you have acquired is concerned, I have both your word and your written letter promising us the use of the site. Your honesty will not permit you to back-up on those promises.

Your position in the matter is so indefensible that you must have failed to acquaint yourself with the provisions of your contract, particularly those on pages 8 and 13 having to do with the ownership of waste materials and by-products, and those on page 35 which have to do with the disposition of screen rejections. If after studying those provisions you are still of the opinion that the terms of your contract entitle you to payment for the hauling of the rock from the quarry to the crusher, I will be glad to discuss the matter with you further.

Very truly yours,

State Highway Engineer

Encl.

C
O
P
Y

O. C. YOCOM

General Contracting

Civil Engineer

Willamina, Oregon.
July 16th, 1938.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

I am returning herewith Final Estimate on contract #2071 unsigned.

You have not allowed haul on the ¼" - 0 materials in stock pile in excess of the 1000 cu. yds. and unless you pay the haul I will keep these and you may then deduct the 25¢ per yard from this estimate.

I have spent $500.00 for a site and have not only stock piled the excess ¼" - 0, but, 1900 yards of the other materials on and had expected to allow you the use of this site free until all the materials were used. Therefore, I do not propose to settle on any such basis as you show on this estimate. I am only asking for pay on work actually performed.

At the time this contract was awarded there was considerable discussion and changes made which were of considerable advantage to the state and very acceptable to myself. Someone made the remark that there were a lot of changes being made and parting without a scratch of a pen. I answered this by saying that you could rest assured that I would do my part. I have not changed in the least.

Very truly yours,

O. C. Yocom (Sgd)

O. C. Yocom
Willamina, Oregon.

5,543.6 yd. miles
at 10 ¢

Form 350—634—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1938, 193...

Section Salmon River Rock Production — *Kind of work* Lock Production

Highway Salmon River — *Section prefix* 21-1203

Contractor O.C. Yocom — *Contract number* .....

Date of contract ....., 193... — *Date of completion* ....., 193...

Date work started ....., 193... — *Estimated date of completion* ....., 193...

Amount of contract . . . . . $..... — *Per cent of time elapsed* .....%

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $....., ...% — *Date project was completed* ....., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Thursday Cornett and party retraced center line of Salmon River Highway station 1131 + 40.8 to 1142 + 15.8 and made new ties to stock pile site at Otis.

Friday AM mad new map but center line of highway still platted too far from stock pile site, so party returned to Otis on Friday PM and retraced the center line from station 1142 + 15.8 to P.I. at 1151 + 70.4. Found 30.0 foot discrepancy in chaining between that shown on the Bureau map and as actually chained.

Saturday AM completed new map of stock pile site.

RECEIVED
AUG 1 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed [signature]

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 12 1938
FOR FILING

21-1203

#1950

July 12, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2071 for the construction of the Otis-Boyer Section of the Salmon River Highway in Lincoln and Tillamook Counties, has been completed by the Contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $13,481.91, including the final payment. Of this amount $595.49 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 5 1938
FOR FILING

21-1203

July 1, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Seattle, Washington

Attention V. Thompson, Surety Department

Gentlemen:

In response to your inquiry of June 28, you are advised that, according to our records, Mr. O. C. Yocom had earned $13,619.55 to and including June 15 in connection with his contract for the Otis-Boyer Rock Production Project in Lincoln and Tillamook Counties. Estimate No. 1, which is now being passed for payment, is in the amount of $12,651.55, and the retained percentage is $967.50.

Very truly yours,

Secretary

JM:MBL

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

RECEIVED
JUN 29 1938
OREGON
STATE HIGHWAY COMMISSION

June 28, 1938

Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

RE: O. C. Yocom
Willamina, Oregon

In his June 13, 1938 financial statement, Mr. Yocom shows $15,000.00 due from you on rock production contract, known as the Otis-Boyer Project. Would you be so kind as to verify this item?

Yours very truly,

V. Thompson

Surety Department

V.Thompson
Enc.

Of #1 - #12,051.55
" 161.50
Ad 1 - 1,406.00
#13,619.05

RECEIVED
JUN 29 1938
FOR FILING
21-1203

#2071

June 27, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom on Contract No. 2071, Otis-Boyer Section of the Salmon River Highway in Lincoln and Tillamook Counties. This payment will be made on or after July 7, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 27 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 25, 1938

IN REPLY PLEASE
REFER TO FILE No.

21-1203

U. S. National Bank of Portland
McMinnville Branch
McMinnville, Oregon

Gentlemen:

Replying to your inquiry of June 24, I find that at present—in connection with contract No. 2701-2071 with O. C. Yocom, Otis-Boyer Section of the Salmon River Highway—there is being written up an estimate voucher No. 1 semi-final for $12,651.55, and there is retained on this estimate an amount of $967.50.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl A. Smith
Auditor

CFS:IS
cc H. B. Glaisyer, Office

NOTED
P. B. GLAISYER

#2071

RECEIVED
JUN 20 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1938
FOR FILING
21-12

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

June 18, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Referring to your letter of June 17th, we enclose written consent of the United States Fidelity and Guaranty Company to the assignment of the O. C. Yocom account.

Very truly yours,

L. H. Bundy
Manager

LHB:SV
Enc.

REFERRED TO
BY SECRETARY

noted aam 6/20

JUN 20 '38

assignment and consent of surety filed in contract.

#2071

June 17, 1938

UNITED STATES NATIONAL BANK OF PORTLAND
McMinnville Branch
McMinnville, Oregon

Attention L. H. Bridwell, Manager

Gentlemen:

This is to acknowledge your letter of June 14, enclosing three copies of a form of assignment for all moneys due Mr. O. C. Yocom on his contract, No. 2071, Otis-Boyer Section of the Salmon River Highway, in Lincoln and Tillamook Counties.

You are advised that as soon as we have received the written consent of Mr. Yocom's surety, we shall be pleased to honor this assignment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:HDL

cc - O. C. Yocom

REFERRED TO BY SECRETARY

NOTED JUN 20 '38
CARL F. SMITH
AUDITOR

RECEIVED
JUN 15 1938
COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

June 14, 1938

State Highway Department
Salem, Oregon

Gentlemen:

We enclose three copies of assignment of all monies due O. C. Yocom on contract No. 2071 covering crushed rock furnished for the Otis-Boyer section of Salmon River Highway.

Please acknowledge receipt.

Very truly yours,

T. B. Brumbaugh
Manager

LHB:SV
Encs.

NOTED JUN 20 '38
CARL F. SMITH
AUDITOR

RECEIVED
JUN 10 1938
FOR FILING

21-1203

June 9, 1938

Mr. O. C. Yocom
313 Couch Bldg.
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2071 awarded to you on May 13, 1938, for furnishing 5,000 cu. yds. crushed materials in stock piles on the Otis-Boyer Section of the Salmon River Highway, in Lincoln & Tillamook Counties.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

Form 336—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 21, 1938, 193...

Section Otis Boyer Rock production — *Kind of work* Oil rock production

Highway Salmon River — *Section prefix* 21-1203

Contractor O.C. Yocom — *Contract number* 2071

Date of contract May 13, 1938, 193... — *Date of completion* June 15th, 1938, 193...

Date work started May 3, 1938, 193... — *Estimated date of completion* ", 193...

Amount of contract . . . . . $ 12,900 — *Per cent of time elapsed* ...%

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,900

Per cent of contract completed, based on total contract price . . . . . 00 %

Engineering cost to date, $ 30.00, ...% — *Date project was completed* ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Staked stock pile sites on Tuesday and Friday at Otis and Widdow creek.

State blade worked Friday on stock pile site at Otis.

Contractor's crew set up plant and shot quarry during the week.

RECEIVED
MAY 23 1938
DIVISION ENGINEER
DIVISION NO. 2

Signed B C Johnson

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	XXX		5000		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men	8						8
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1....., Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 21 1938
FOR FILING

May 19, 1938

Mr. O. C. Yocom
313 Couch Building
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2071 which was awarded to you on May 13, 1938, by the State Highway Commission, covering the furnishing of crushed materials in stock piles on the Otis-Boyer Section of the Salmon River Highway, in Lincoln and Tillamook Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately following page No. 14 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FOR CONFIRMATION AT JUNE 2 MEETING:

Otis-boyer Section of Salmon River Highway - Furnishing crushed rock in stockpiles. Awarded as of May 13, 1938 (Contractor notified May 16,) to O. C. Yocom, low bidder April 29, 1938.

RECEIVED
AUG 18 1938
FOR FILING

41

1938

313 Couch Building
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you, as of May 13, 1938, contract covering the furnishing of crushed rock or gravel, in stock piles, for the Otis-Boyer Section of the Salmon River Highway in Lincoln and Tillamook Counties. This award was based on your low bid of $12,900.00 which you submitted on April 29, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

encl.

M

(42)

May 16, 1938

Mr. C. C. Yocom,
313 Couch Building
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you, as of May 13, 1938, contract covering the furnishing of crushed rock or gravel, in stock piles, for the Otis-Boyer Section of the Salmon River Highway in Lincoln and Tillamook Counties. This award was based on your low bid of $12,900.00 which you submitted on April 29, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

encl.

M

TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MAY 16, 1930

O. C. YOCOM
313 COUCH BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU MAY THIRTEENTH CONTRACT COVERING FURNISHING OF CRUSHED ROCK FOR THE OTIS BOYER SECTION OF THE SALMON RIVER HIGHWAY IN LINCOLN AND TILLAMOOK COUNTIES. AWARD BASED ON LOW BID SUBMITTED BY YOU APRIL TWENTY NINTH CONTRACT FORMS FOLLOW SHORTLY

R B CLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

noted that your operation is taking rock from the approximate center of the face where the contractor would want to operate. However, for the amount of material that you are using, you could easily obtain it from the westerly edge of the excavation, close to your crusher set-up. There also, of course, might be some interference by the contractor's hauling operations.

Since this contract will be a hurry-up operation, we wish to give him free rein in every particular, and it is expected that his work will be completed by the middle of June. It might be that you can find it convenient to discontinue your quarrying work until after this contract is completed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
O. C. Yocom

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

May 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. S. Shelley,
Forest Supervisor,
Siuslaw National Forest,
Eugene, Oregon.

NOTED

Dear Sir:

With reference to correspondence between yourself and the State Highway Department in August, 1936, and in particular your letter of August 4, 1936, and Mr. Baldock's reply of August 21, in connection with the State-developed quarry one-half mile up Jim Creek from the Oregon Coast Highway at approximate milepost 113.55, we wish to advise that we now have occasion for immediate use for rock from this quarry. The Highway Commission has just awarded a contract for the production of rock for the resurfacing of the Salmon River Highway, and the contractor is electing to use this quarry, which is being made available to him by the State under our Special Use Permit from the Forestry Department.

It is noted that you have a small crusher in the quarry and are getting out a small amount of rock that is being used on your forest roads. There would seem to be no occasion to interfere with this small operation, except that the contractor must have the privilege of setting up in the quarry and utilizing the best and most available rock. It is noted that your operation is taking rock from the approximate center of the face where the contractor would want to operate. However, for the amount of material that you are using, you could easily obtain it from the westerly edge of the excavation, close to your crusher set-up. There also, of course, might be some interference by the contractor's hauling operations.

Since this contract will be a hurry-up operation, we wish to give him free rein in every particular, and it is expected that his work will be completed by the middle of June. It might be that you can find it convenient to discontinue your quarrying work until after this contract is completed.

Yours very truly,

FDE:AM
cc R. H. Baldock
H. G. Smith
O. C. Yocom

F. D. EASON,
Division Engineer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

May 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

In connection with the proposed rock production contained for 5,000 yards of crushed oil rock to be delivered and stockpiled on the Salmon River Highway, bids for which were received at the last Commission meeting April 29, it was mutually agreed between Mr. Baldock, for the Highway Commission, and O. C. Yocom, the low bidder for the contract work, at a subsequent discussion, that in consideration of the production of crushed rock from the Jim Creek quarry, a state-owned quarry of known quality and quantity opposite milepost 113.55 on the Oregon Coast Highway, in lieu of furnishing the required materials from some unproved source or crushed gravel shipped in from a valley source, the stock pile locations and quantities would be changed as follows:

Location of Stockpile	Cubic Yards to Be Stockpiled: 3/4"-1/2" Material	1/2" - 1/4" Material	1/4" - 0" Material	Total
Mile point 5.42	1,225	1,225	650	3,100
At or near Mile Point 0 which is the Otis Junction of the Oregon Coast Highway	775	775	350	1,900

This distribution entails no additional haul in later distribution on the road by the State than provided in the contract proposal for materials from a local source. Mr. Yocom has now elected to accept this proposal and the contract can be prepared with the above change and agreement.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
J. M. Devers

CONTRACT=2072

FAS 6-A Spaulding Ranch Section, Salem-
2072 Dayton Secon.

RECEIVED

R.H. Baldock

October 25th, 1938

COST ANALYSIS - FINAL REPORT

Salem-Dayton Highway - Spaulding Ranch Grading, Surfacing and Oiling
Contract No. 2072 Prefix 136-1005
FAS 6-A
Mountain States Construction Co., Contractors
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$267.30	All		$200.00	$200.00
Trench Excavation	76.29	110.8 cu. yd.	0.69	1.00	110.80
Excavation, Single Class	2,657.71	16,022.1 " "	0.17	0.20	3,204.42
Overhaul	227.48	22,748.3 yd. sta.	0.01	0.01	227.48
Truck Haul	324.66	3,246.6 yd. mi.	0.10	0.10	324.66
Finishing Roadbed & Slopes	365.20	1.66 Mile	220.00	200.00	332.00
Connecting Road Emb. in Place	81.98	131.9 cu. yd.	0.62	0.40	52.76
Obliterating Old Road	26.33	0.17 Mile	154.88	500.00	85.00
12" Concrete Pipe	546.52	651 lin. ft.	0.84	1.25	813.75
18" " "	457.44	327 " "	1.40	2.50	817.50
24" " "	157.37	81 " "	1.94	3.50	283.50
30" " "	109.80	36 " "	3.05	4.50	162.00
Salvage Culvert Pipe	12.90	48 " "	0.27	0.30	14.40
4" - 0" Mat'l in Surfacing	7,100.61	12,644 cu. yd.	0.562	0.70	8,850.80
1¼" - 0" " " "	3,785.77	2,569 " "	1.473	1.50	3,853.50
Filler	249.21	923 " "	0.27	0.30	276.90
Haul Filler	361.03	3,995.5 yd. mi.	0.09	0.10	399.55
Sprinkling	1,009.92	841.6 M-Gal.	1.20	1.50	1,262.40
3/4" - ½" Mat'l in Stockpile	191.89	116.3 cu. yd.	1.65	2.00	232.60
½" - ¼" Screen Mat'l in Stpl.	199.49	120.9 " "	1.65	2.25	272.03
¼" - 0" " " " "	82.50	50 " "	1.65	2.50	125.00
Preparation of Base	161.69	1.66 Mile	97.40	100.00	166.00
Mineral Aggregate in Place	2,866.61	1,066.5 cu. yd.	2.69	3.00	3,199.50
Light Tar in Binder Course	656.22	27.97 Ton	23.46	25.70	718.83
Tar in Place	2,410.36	107.39 "	22.44	20.00	2,147.80

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Screen Rejects	$6.33	25.3 cu. yd.	0.25	0.25	$6.33
Force Account	16.91				21.44
Traffic Signs		Deduction			- 27.40
	$24,409.52				$28,133.55

Gross Revenue	$28,133.55
Total Cost	24,409.52
Net Profit	$3,724.03

Net Profit Equals 13.2% of Gross Revenue

DETAIL OF COST

Labor:

Supervision	$601.08	
Labor	4,811.56	
State Industrial Accident Commission	351.82	
Social Security and Unemployment Insurance	216.50	
		$5,980.96

Materials:

12" Conc. Culvert Pipe	651	lin. ft. at	$0.68	$442.68
18" " " "	327	" " "	1.10	359.70
24" " " "	81	" " "	1.50	121.50
30" " " "	36	" " "	2.35	84.60
#1 Gasco Tar	27.97	tons at	13.00 f.o.b. Portland	363.61
#2 " "	107.39	" "	13.00 f.o.b. Portland	1,396.07
Mineral Aggregate	669	cu. yd. at	0.875 at River Bend Plant	585.37
Mineral Aggregate — ½" - ¼" Cr. Gravel in Stockpile	397.5	cu. yd. at	1.75 on job	695.63
	120.9	cu. yd. at	1.50 Del.	181.35
3/4" - ½" Cr. Gravel in Stockpile	116.3	" " "	1.50 "	174.45
¼" - 0" Cr. Gravel in Stockpile	50	" " "	1.50 "	75.00
1¼" - 0" Cr. Gravel	2,565	" " "	0.90 at Dorseys Plant	2,312.10
				$6,792.16

Misc. Supplies & Equipment Rental:

Equipment Rental	$4,187.00	
Hired Trucks (Not including drivers or gas, oil and Grease)	1,261.34	
Gas, Oil and Grease	2,445.68	
Misc. Supplies & Small Tools	282.85	
Public Liability	57.97	
Royalties on 4" - 0" Gravel	467.53	
Move In	684.16	
Bond	281.34	
Office	176.60	
Home Office & Gen Overhead 3% of Gross Revenue	844.41	
G. C. Curtner Hauling and Placing Oil 135.36 Tons at $6.00	947.52	
		$11,636.40
		$24,409.52

REMARKS:

This contract which required the grading, surfacing and oiling of 1.66 miles was bid on April 29th, 1938, and work was started on May 18th. The contract was completed on August 26th.

The grading work was completed by June 13th, and most of the excavation was handled with a 6-yard Letourneau scraper and RD-6 cat. A 3/8-yard shovel and 3 light trucks were used for a week in handling excavation which required longer hauls than were practical with the scraper equipment. There was no lost time during the grading, and the scraper was operated three 7-hour shifts per day.

The 4" - 0" pit run gravel was secured from two sources. 4,409 cubic yards were secured from the Dorsey pit near Dayton and hauled an average distance of 4.0 miles. 8,236 cubic yards were secured from the Wills pit on Grand Island and hauled an average of 3.8 miles. The contractor paid a royalty of $0.05 per yard to Dorsey and $0.03 for the gravel secured from the Wills pit. A 5/8-yard Bucyrus shovel equipped with a 3/4-yard bucket was used to load the gravel and from 12 to 14 light trucks were used on the hauling. A total of 12,644 cubic yards were hauled and placed in 127 hours, which is an average of 99½ yards per hour. This part of the work shows a very good profit as the contractor hauled and placed this material for $0.56 per yard and the bid price was $0.70. The 1¼" - 0" crushed gravel used for surfacing was bought in the stockpile at the Dorsey plant for $0.90 per yard and was loaded and hauled by the contractor.

The placing of the oil was begun on August 2nd, when the binder course was placed and the final seal was completed on August 15th. The oil was purchased from the Gasco plant in Portland for $13.00 per ton and was hauled and placed by G. C. Curtner for $6.00 per ton. The mineral aggregate was secured from the River Bend Sand and Gravel plant in West Salem. The contractor hauled 669 cubic yards with his own trucks and was charged $0.87½ per yard in trucks. The remaining 397.5 yards were purchased delivered on the job from the same plant at a cost of $1.75 per yard.

The contract shows a very fair profit which was obtained principally on culverts, grading and the pit run gravel. The labor costs on this job were quite low, averaging only 24% of the total cost. On the grading almost all the sloping was accomplished with a power grader and the high output per hour on the surfacing also reduced the labor costs. The efficient operation of the light equipment used on the work also kept equipment costs at a minimum. These factors combined with excellent weather conditions and good management produced a very satisfactory profit.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Form 238—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

70 1 b-C

For Week Ending October 22, 1938, 193...

Section Spaulding Ranch	Kind of work Grading, Surfacing Oiling
Highway Dayton Sole...	Section prefix 136 - 1005
Contractor Mountain States Constr. Co	Contract number 2672
Date of contract May 23, 193 3	Date of completion ..., 193...
Date work started ..., 193...	Estimated date of completion ..., 193...
Amount of contract . . . . . $...	Per cent of time elapsed ...%
Estimated cost of completed project, exclusive of engineering . . . . . $...	
Per cent of contract completed, based on total contract price . . . .%	
Engineering cost to date, $..., ...%	Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party set right of way posts on this project this week. Also reset pins destroyed by farmers.

Transferred car 55-55 to Equipment Dept on Tuesday AM. Also sent station wagon in for minor repairs on same date.

NOTED
H. N. HACKETT

RECEIVED
OCT 25 1938
DIVISION ENGINEER
DIVISION NO. 3

RECEIVED
OCT 25 1938

H. D. SMITH

Signed E. D. Johnson

Address Corvallis,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2072

RECEIVED
OCT 22 1938
FOR FILING
7a & b-a

October 22, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2072, for the construction of the Spaulding Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 1, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,155.55, including the final payment. Of this amount $21.44 was for force account work.

Very truly yours,

STATEHIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE

Stencil No. 3. BUREAU OF PUBLIC ROADS

DISTRICT No. 1

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 6-A, Spalding Ranch section, was made by a representative of this office on September 15, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 27 1938
FOR FILING

7a 8 b-a

#2072

September 27, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company, on Contract No. 2072, Spaulding Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County. This payment will be made on or after October 7, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 28 19
FOR

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 27, 1938

IN REPLY PLEASE REFER TO FILE NO.

136-1005

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e .

Attention: Mr. H. C. Smith.

Dear Sir:

There are attached hereto two copies of the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the Spaulding Ranch Section of the Salem-Dayton Highway in Yamhill County, contract No. 2075.

Yours very truly,

F. D. EASON,
Division Engineer.

By

C. F. O'NEIL.

CFO:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister

NOTED
Highway Engineer

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 6-A,
Spaulding Ranch Section,
Salem-Dayton Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project,

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr. 34961

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 6-A

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of July, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 31st day of March, 1938, a project statement, which was approved by the Secretary on the 7th day of April, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 11th day of April, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of nineteen thousand, forty and no/100

dollars ($ 19,040.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 288, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 185+00 in the SE 1/4 of Sec. 33, T. 4 S., R. 3 W. and survey station 276+00 in the E. 1/2 of Sec. 9, T. 5 S., R. 3 W., N.M.

, length 1.664 miles, in Yamhill County, being Section A of Oregon Federal Aid Secondary project No. FAS 6, consisting of 1.664 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of the following lengths:~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nineteen thousand, forty and no/100 dollars ($ 19,040.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, two hundred five and no/100 dollars ($ 31,205.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 288, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

I 5

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of AUG 23 '38, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 6-A State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 31,205.00 as the total estimated cost of said project, and the sum of $ 19,010.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of AUG 25 '38 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By H. W. Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4000

Form 238—SH—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 6-A

For Week Ending September 10, *193*

Section Spaulding Ranch

Kind of work Grading, Surfacing Oiling

Highway Salem- Dayton

Section prefix 136-1005

Contractor Mountain States Constr. Co

Contract number 2072

Date of contract May 23, *193*

Date of completion August 31, 1938, *193*

Date work started ", *193*

Estimated date of completion August 26, 1938, *193*

Amount of contract . . . . . $ 28944.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 2894.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1760.00, 6.08 %

Date project was completed August 26, 1938, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Tar

Worked one half day on final estimate. Did not get ~~XXX~~ invoices from contractor until end of week for check on final quantities. Also checked haul distance of filler from pit on Dorsey bar to Salem - Dayton highway, by chaining. Will submit final records the first of the week.

RECEIVED
SEP 12 1938
DIVISION ENGINEER
DIVISION NO. 2

SEP 12 1938

Signed R. C. Thomson

Address McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 14 1938
FHWA

5

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 6-A
Spaulding Ranch section
Salem-Dayton Highway in
Polk County

July 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer

RECEIVED
JUL 5 19
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER

SALEM

July 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

136-1005

Mountain States Construction Co.,
1644 Washington Street,
Eugene, Oregon.

NOTED
H. Highway Engineer

Attention: Mr. Fred H. Lindsay.

Gentlemen:

Confirming our conversation and understanding yesterday with respect to the Spaulding Ranch Section of the Salem-Dayton Secondary Highway, your contract #2072, we will re-cross section the approach road to the Spaulding home entrance, which has been partially made with excess excavation material from the grading job. You will then complete the grading of this approach with the salvaged material from the old road as provided in the contract. Payment for this topping of the approach road will be made as per your contract bid item, "Embankment in Place."

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
S. H. Probert
B. O. Johnson

RECEIVED
JUN 20 1938
FOR FILING

7a 1 6-a

June 18, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2072 awarded to you on May 23, 1938, for grading, surfacing and oiling the Spaulding Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County.

This copy is for your records and files.

Very truly yours,

HDG:AM

Secretary

RECEIVED
JUN 10 1938
FOR FILING

June 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Spaulding Ranch Section, Project No. FAS 6-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 6-A

SPAULDING RANCH SECTION OF THE SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 2, 1938

All Required		Clearing and Grubbing		$ 200.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
17,000	cu. yds.	Excavation, Single Classif.	.20	3,400.00
20,000	yd. sta.	Overhaul	.01	200.00
2,800	yd. mi.	Truck Haul	.10	280.00
1.66	miles	Finishing Roadbed and Slopes	200.00	332.00
900	cu. yds.	Connecting Road Embankment in Place	.40	360.00
0.20	mile	Obliterating Old Road	500.00	100.00
430	lin. ft.	12" Concrete Pipe	1.25	537.50
280	lin. ft.	18" Concrete Pipe	2.50	700.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
50	lin. ft.	30" Concrete Pipe	4.50	225.00
150	lin. ft.	Salvaging Culvert Pipe	.30	45.00
12,000	cu. yds.	4" - 0" Material in Surfacing	.70	8,400.00
3,100	cu. yds.	1½" - 0" Material in Surfacing	1.50	4,650.00
1,200	cu. yds.	Filler	.30	360.00
2,400	yd. mi.	Hauling Filler	.10	240.00
750	M-gal.	Sprinkling	1.50	1,125.00
1.66	miles	Preparation of Base	100.00	166.00
1,100	cu. yds.	Mineral Aggregate in Place	3.00	3,300.00
34	tons	RC-2 Cutback Asphalt or Light Tar in Binder Course	25.70	873.80
121	tons	Tar in Place	20.00	2,420.00
			Subtotal	$ 28,369
			10% Engr. & Cont.	2,836
			Total	$ 31,205
		Length	1.664 miles	
		Cost per mile	$ 18,753	

FAS Funds Requested- -	$ 19,040
State Funds- -	12,165
	$ 31,205

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, laws 1920; Chap. 286, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 286, laws 1931

RECEIVED
JUN 9 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Fed 1-a

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

June 3, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. Fred H. Lindsay,
Mountain States Construction Co.,
1644 Washington Street,
Eugene, Oregon.

Dear Sir:

With respect to your contract No. 2072, being the construction of the Spaulding Ranch Section of the Salem-Dayton Secondary Highway, our plans originally contemplated the obliteration of the old road from Station 193+50 to Station 237+50. This would have given ample material to construct the approach road called for in the contract between the new highway and the Spaulding Ranch house, which requires approximately 900 cubic yards of fill embankment grade. It was therefore provided in the contract that this material should be taken off the old road and the approach road constructed on the basis of embankment measurement.

In completing the right of way arrangements with the Spaulding Estate, they requested that the old road be left intact from a point opposite Station 204 to Station 237+50, so that the only part of the old road to be obliterated now is from Station 193+50 to Station 204. This will give insufficient material to construct the connecting road, and we have, therefore, made a slight alteration in our grade line to provide additional material in the main roadbed grading to supply most of this material and the approximate 200 yards that can be moved between Station 193+50 and Station 204 on the old road will be used to top out this connecting road grade.

This being the case, we propose to pay for the construction of the new road on the basis of the unit price for excavation, both for the material that will be taken from the roadbed grade and the material that is removed from the obliteration of the old road, together with such overhaul or truck haul that will be applicable; this in lieu of the provision in the contract that provides for the payment for the connecting road construction as embankment in place.

If this plan is acceptable to you, will you please sign the attached agreement and return to this office? If not, please advise, and we will discuss the matter further.

Yours very truly,

NOTED
State Highway Engineer

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
S. H. Probert
B. O. Johnson

The arrangement as outlined in the attached letter, effecting a change in the payment for the construction of the connecting road at approximate Station 216 on Contract No. 2072, is hereby agreed to and accepted.

Mountain States Construction Co.

By _____

RECEIVED

RECEIVED

7a 2d 4-d

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous verbal concurrence in award of contract, as of May 23, 1938, for Oregon Federal Aid Secondary project FAS 6-A, the Spaulding Ranch section of the Salem-Dayton Secondary Highway, to the Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 25 1938
FOR FILING

Fas 6a

May 24, 1938

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2072 which was awarded to you on May 23, 1938, covering construction of the Spaulding Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your special attention is called to the paragraph under Section 5o of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately following the mimeographed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
AUG 18 1938
FOR FILING

May 23, 1938

Mountain States Construction Co.
1644 Washington St.
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 1.66 miles gr ding, surfacing and oiling on the Spaulding Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County. This award was based on your bid of $28,944.30 based on the use of tar.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

Sec confirmed

M

FULL RATE			
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MAY 23 1936

MOUNTAIN STATES CONSTRUCTION CO.
1644 WASHINGTON STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING SURFACING AND OILING THE SPAULDING RANCH SECTION OF SALEM-LAYTON SECONDARY HIGHWAY IN YAMHILL COUNTY BASED ON YOUR LOW BID SUBMITTED ON APRIL 29, 1936. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

S. H. Probert
Office Engineer

SHP:HR

RECEIVED
MAY 31 1938
FOR FILING

May 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

All rights of way matters in connection with the Spaulding Ranch Project (FAS 6-A) having been cleared, we request your concurrence in the award of the contract to the Mountain States Construction Company of Eugene, Oregon, as of May 23rd, 1938.

Very truly yours,

R. H. BALLOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

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JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
1 0 1938
STATE HIGHWAY ENGINEER
POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on April 7, 1938, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 6, involving the improvement of 10.2 miles of the Dayton-Salem Road, between Dayton and the north end of Project No. NRS 252, in Yamhill County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

APR 13 1938
OREGON
STATE HIGHWAY COMMISSION

FAS 6-A

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 6-A, the Spaulding Ranch section of the Salem-Dayton Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING

7a-1 b-a

April 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, five blueprint copies of the plans title sheet for the Spaulding Ranch Section, Project No. PAS 6-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

RECEIVED
JUN 10 1938
FOR FILING

Fas 6-1

April 7, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Spaulding Ranch Section, Project No. FAS 6-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 6-A

SPAULDING RANCH SECTION OF THE

SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 7, 1938

All Required		Clearing and Grubbing		$ 250.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
17,000	cu. yds.	Excavation, Single Classif.	.30	5,100.00
20,000	yd. stn.	Overhaul	.02	400.00
2,800	yd. mi.	Truck Haul	.15	420.00
1.66	miles	Finishing Roadbed and Slopes	300.00	498.00
900	cu. yds.	Connecting Road Embankment in Place	.30	270.00
0.20	mile	Obliterating Old Road	200.00	40.00
430	lin. ft.	12" Concrete Pipe	1.25	537.50
280	lin. ft.	18" Concrete Pipe	2.50	700.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
50	lin. ft.	30" Concrete Pipe	5.00	250.00
150	lin. ft.	Salvaging Culvert Pipe	1.00	150.00
12,000	cu. yds.	4" - 0" Material in Surfacing	1.30	15,600.00
3,100	cu. yds.	1½" - 0" Material in Surfacing	2.00	6,200.00
1,200	cu. yds.	Filler	.40	480.00
2,400	yd. mi.	Hauling Filler	.15	360.00
750	M-Gal.	Sprinkling	1.75	1,312.50
1.66	miles	Preparation of Base	100.00	166.00
1,100	cu. yds.	Mineral Aggregate in Place	3.25	3,575.00
34	tons	RC-2 Cutback Asphalt or Light Tar in Binder Course	28.00	952.00
102	tons	SC-6 Road Oil in Place	30.00	3,060.00
121	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 40,801
			10% Engr. & Cont.	4,080
			Total	$ 44,881

Length	1.664 miles
Cost per mile	$ 26,971

FAS Funds Requested	$ 27,380
State Funds	17,501
	$ 44,881

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 7-C-1-6

RECEIVED
APR 6 - 1938
STATE HIGHWAY ENGINEER
POST OFFICE BUILDING
PORTLAND, OREGON

April 5, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of project statement covering Oregon F.A.S. 6, Dayton-Polk County Line Section.

The project statement description of the south end of this project is in error and should be the same as the north end of NRS 252. In accordance with phone conversation of April 4, 1938, between Mr. Probert and Mr. Davis, we are changing the project statement, the latter part of item 2 to read, N.W. 1/4, Sec. 4, T.6 S., R.3 W., W.M. instead of W.1/2 of Sec. 5, T.5 S., R.3 W. Would suggest that your records be corrected so that future work on this route will not show the same error.

Very truly yours,

W. H. Lynch
District Engineer

RECEIVED
APR 5 1938
FOR FILING

April 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of interim certificate for Oregon Project No. FAS 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 6

C E R T I F I C A T E

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) April 4, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By _____
As Chairman

_____
District Engineer, B. P. R.

By _____
As Commissioner

(Date) _____

By _____
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

RECEIVED
APR 1938
F - N

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
APR 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of project statements and sketch maps covering proposed projects FAS 6 and FAS 29.

We note that the interim certificates do not accompany these project statements and call your attention to the fact that it will be necessary that these certificates be submitted with the project statements when forwarding from this office.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 10 1938
FOR FILING
10-31

March 31, 1938

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Dayton-Polk County Line Section, Project No. FAS 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. FAS 6
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) March 31, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Dayton-Polk County Line, Salem-Dayton Highway

2. Between ~~same as description of this section~~ Proj. FAS 252 in ~~N. end of Sec. 5, T. 5 S., R. 3 W.~~ NW¼ Sec. 4 T 6 S R 3 W a point in Dayton in S.E. ¼ Sec. 17, T. 4 S., R. 3 W. and the N. end of this section of this project

3. Between intermediate control points if used: ——— and ———

County of Yamhill

4. Length in miles (gross) 10.2 (net) 10.2

5. Preliminary estimate of cost: Total, $ 200,000; section of road to be first improved, $ 50,000, of which $ — is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ——— (Amount.)
Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920 (Source; refer to statute.)

(*b*) County ——— (Amount.) (Source; refer to statute.)

8—8072

PROJECT
STATE

7. Funds for maintenance to be provided by State (State or local) county., from the following sources: Chap. 41, laws 1927; Chap. 248, laws 1931
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8072

CONTRACT [redacted] 2073

FA 27-A(2) St. Helens-Warren Sec., 1938
Columbia River Hwy.
#2073

Form 338—5M—7-38

27-A-2

[OREGON] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 11, 1939

Section St. Helens-Warren

Kind of work Grading & Paving

Highway Columbia River

Section prefix 5-1010

Contractor Newport, Kern & Kibbe

Contract number 2073

Date of contract June 2, 1938

Date of completion September 15, 1938

Date work started June 13, 1938

Estimated date of completion October 13, 1938

Amount of contract $87,614.70

Per cent of time elapsed 126 %

Estimated cost of completed project, exclusive of engineering $87,614.70

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $71220.51, 137 %

Date project was completed October 13, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Made survey and prepared description for Stock Pile Site, from Charles M. Ross, St. Helens, Oregon

Delivered description and Sketch to Mr. Collier, 3-11-39.

NOTED
R. A. REACOCK

MAR 13 1939

NOTED
VAN SCOY

Signed [signature]

Address 9200 SE. McLoughlin Blv'd, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

D

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	"		
Friday	Cloudy		
Saturday	Rain		

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MAY 7 - 1969
FOR FILING

3:45 PM

March 2/59

February 28, 1939

Mr. Ross Newport,
7031 N. E. Halsey St.,
Portland, Oregon

Dear Sir:

I presume it is still your desire to appear before the State Highway Commission at its meeting on Thursday of this week, March 2, relative to the penalty for failure to complete your contract No. 2073 for the construction of the St. Helens-Warren Section of the Columbia River Highway within the specified time limit. Therefore, I have scheduled your appearance before the Commission for 3:45 o'clock p. m., which will be about the time that the announcement of awards will be made. I will be looking for you at that time.

Yours very truly,

HBG:MC

Secretary

3:45 PM

RECEIVED
MAR 1939
FOR FILING
2-1-7-2

January 31, 1939

8f

Mr. H. H. Newport, President
Newport, Kern & Kibbe
General Contractors
N. E. 70th and Halsey Streets

Dear Sir:

Due to lack of time at the meeting last week the Highway Commission was unable to pass upon your letter of January 23, 1939, requesting that reconsideration be given to the exacting of a penalty from you for failure to complete your contract No. 2073 for the construction of the St. Helens-Warren Section of the Columbia River Highway, in Columbia County, within the specified time limit.

In view thereof, I shall be pleased to see that the matter is placed on the agenda for consideration by the Commission at its next meeting which is scheduled to be held on Thursday, March 2, 1939.

Very truly yours,

HBG:AM

Secretary

NEWPORT, KERN & KIBBE
GENERAL CONTRACTORS
NORTHEAST 70TH AND HALSEY STREET
PORTLAND, OREGON
TABOR 2511

RECEIVED
JAN 24 19
OREGON
STATE HIGHWAY COMMISSION

January 23, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On September twenty-third and October seventeenth we wrote you requesting an extension of time for the completion of contract #2073, St. Helens-Warren Section of the Columbia River Highway in Columbia County.

We had men clearing right of way and excavating for the box culvert five days before the contract was executed; we erected the crushing plant and the asphalt paving plant simultaneously with separate crews; we crushed rock two full shifts per day and had three men repairing equipment during the night; we shut down over Labor Day weekend at the request of the resident engineer to avoid conflict with traffic; we had a large and complete aggregation of equipment on the work at all times, the total cost of which was greater than the gross amount of the contract.

In consideration of the above facts, of the multiplicity and interlocking nature of the work required, and of the experimental work with the Johnson Floating Finisher during the last few days of the work of laying asphaltic concrete, we ask that you reconsider this case and grant our request for an extension to October thirteenth.

Very truly yours,

Newport, Kern & Kibbe
H. R. Newport.
H. R. Newport
President

MRN:HM

FORM S-2-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

FINAL COST ANALYSIS

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

February 20, 1939

27-9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

.56 15,248.2 " " C.

NOTED
tate Highway Engineer

Attention: H. G. Smith

Dear Sir:

Enclosed herewith you will find an Order for State Force Work on the St. Helens Road Project on the Lower Columbia River Highway. This is to cover sloping and rounding of embankments, construction of rock retaining walls, improvement of drainage and other incidental work pertaining to the improving and greater safety of the highway.

The W.P.A. authorization on this job has been revised to include all work in 1938 and desired work for 1939.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Oscar Cutler

RECEIVED
APR 11 1939
FOR FILING

R. H. Baldock

FINAL COST ANALYSIS

Lower Columbia River Highway — St. Helens-Warren Section
Contract 2073 — Prefix 5-1010

Newport, Kern & Kibbe, Contractors
H. C. Broadwell, Resident Engineer

NOTED
C. S. McCollough

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$483.61	All		$500.00	$500.00
Trench Excavation	549.99	562.9 cu. yd.	0.98	1.00	562.90
Common "	4,376.56	16,248.2 " "	0.27	0.25	4,062.05
Solid Rock "	1,520.46	1,481.6 " "	1.03	0.60	889.96
Overhaul	243.90	12,195 yd. sta.	0.02	0.02	243.90
Truck Haul	1,140.19	6,421 yd. mi.	0.18	0.20	1,284.20
Finishing Roadbed & Slopes	1,167.54	3.95 Mile	295.58	250.00	987.50
Rounding Cutbanks	162.32	2,029 lin. ft.	0.08	0.08	162.32
Removal of Old Pavement	295.22	1,230.1 sq. yd.	0.24	0.25	307.53
12" Corr. Iron Pipe	397.84	448 lin. ft.	0.81	1.08	483.84
18" " " "	904.38	702 " "	1.29	1.38	968.76
36" Concrete Pipe	297.75	69 " "	4.31	4.60	317.40
Salvage Culvert Pipe	115.56	321 " "	0.36	0.50	160.50
Concrete Catch Inlets	53.90	2 each	26.95	30.00	60.00
Class D Concrete	793.39	39.63 cu. yd.	20.01	20.00	792.60
Metal Reinforcement	318.53	6,564 lb.	0.048	0.05	328.20
Mail Box Posts	27.70	18 each	1.54	1.50	27.00
3"-1½" Material in Base	6,066.58	5,022 cu. yd.	1.21	1.59	7,984.98
1½"-0" " " Shldrs.	7,844.15	6,493.5 " "	1.21	1.59	10,324.67
3/4"-0" " " Base	8,701.83	7,203 " "	1.21	1.59	11,452.77
¼"-0" " " Footpath	170.70	102 " "	1.67	2.00	204.00
Filler	212.21	909.5 " "	0.23	0.25	227.38
Hauling Filler	112.09	1,186.5 yd. mi.	0.095	0.15	177.98
Sprinkling	868.12	631.4 M-Gal.	1.37	1.50	947.10
Class A Asphaltic Concrete	16,134.98	3,844.25 tons	4.15	4.24	16,469.22

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Class B Asphaltic Concrete	$16,336.35	3,918.0 tons	4.17	4.24	$16,612.32
Cutback Asphalt Wearing Surface	10,778.56	2,782.5 "	3.87	4.24	11,797.80
8" Perf. Corr. Iron Pipe PA #1	109.20	130 lin. ft.	0.84	1.08	140.40
Force Account	787.35				812.15
Deduction for Excess Engineering					- 700.00
	$80,970.96				$88,583.55

Gross Revenue	$88,583.55
Total Cost	80,970.96
Net Profit	$7,612.59

Net Profit Equals 8.6% of Gross Revenue

St. Helens-Warren

Detail of Cost

Labor:				
	(Mrs. Moyer, Bookkeeper, 4 mos. at $70.00)			
	Supervision Marshall Newport, Supt., 4 mos. at $200.00)		$1,080.00	
	Labor		23,671.33	
	S.I.A.C.		1,622.94	
	S.S.A. and Unemployment Insurance		933.12	
				$27,307.39
Materials:				
	8" Perf. Crr. Iron Pipe	130 lin. ft. at 0.50	$65.00	
	12" Corr. Iron Culvert Pipe	308 " " " 0.63	194.04	
	18" Concrete Culvert Pipe	636 " " " 0.88	559.68	
	36" " " "	69 " " " 3.10	213.90	
	RC-4 Road Oil	110.94 tons at 10.50 f.p.b. Willbridge	1,164.88	
	Freight on RC-4	110.94 tons at 1.405	158.04	
	Grade D Asphalt	224.4 tons at 5.90 f.o.b. Richmond	1,323.96	
	" " "	228.36 tons at 5.70 f.o.b. Oleum	1,301.65	
	Freight on Grade D Asphalt	452.76 tons at $9.718	4,399.96	
	Muck Sand	1,612 cu. yd. at 0.80 delivered at plant	1,289.50	
				10,670.61
Equipment Rental and Miscellaneous Supplies:				
	Equipment Rental		$13,121.00	
	Hired Trucks (Not including drivers)		4,231.80	
	Gas, Oil and Grease		3,921.43	
	Electric Power		920.19	
	Fuel Oil for Dryer		1,239.08	
	Explosives		2,239.07	
	Drill Steel and Bits		725.37	
	Form Lumber		1,695.84	
	Materials & Supplies for Crushing Plant		649.15	
	" " " " Asphalt Plant		732.85	
	Repairs and Parts " " "		573.75	
	Misc. Supplies and Small Tools		7,799.47	
	Bond		885.02	
	Office		777.24	
	Home Office & Gen. Overhead 3% of Gross Revenue		2,655.05	
	Installing Concrete Box Culvert		981.00	
	Move In Freight and Cartage		1,073.31	
	Sprinkling (Water and Haul)		694.54	
				44,915.56
	Total Cost			$82,893.56

Detail of Cost (Continued)

Total Cost (Brought Forward)	$82,893.56
Credit for Crushed Rock left in stockpiles after the completion of the job - 2,327.6 cu. yds. at $0.826	1,922.60
Net Cost	$80,970.96

REMARKS:

This contract was bid on June 2nd, 1938; work was started on June 13th, and the job was completed on October 13th. The contract consisted of widening 3.95 miles of roadbed, crushed rock surfacing, and 10,854.5 tons of asphaltic concrete pavement.

The contractor, after moving onto the job, rapidly completed the light clearing, started a crew drilling in the quarry and began the erection of a crushing plant.

The grading work, with the exception of a short alignment change at Warren, consisted principally of widening the existing roadbed. The contractor began grading on July 5th, and the bulk of the excavation was moved by August 2nd. The work on the section requiring roadbed widening was done with power blades, a 50 h.p. cat and dozer and a 3/4-yard shovel and 4 light trucks. A 12-yard LeTourneau scraper pulled by an RD-8 cat moved most of the excavation on the line change. The grading work was done at a loss in spite of the carryall work, as the solid excavation was rather costly due in part to the high drilling costs in a very shallow cut.

The contractor secured an excellent quarry, close to the highway and 0.8 of a mile from the west end of the contract. A royalty payment of $0.05 per yard secured the plant and stockpile sites in addition to the rock. A crushing plant was erected containing the following equipment: A 12" Traylor gyratory as a primary crusher, a 30" x 18" Austin Rolls and a 3' Symonds cone for recrushing and a 4' x 12' triple deck vibrating screen. The plant power consisted of two large electric motors, 125 h.p. and 40 h.p. respectively and three smaller electric motors. Rock production began on July 19th, and continued until August 30th. The first part of this work consisted of stockpiling the aggregate for the paving and the rock surfacing for the road was produced last. The plant operated very efficiently with very little lost time and averaged 47 cubic yards per hour with two 8-hour shifts per day. The rock surfacing provided the principal source of profit on the contract, the rock being placed for $1.21 on a bid of $1.59.

The asphalt paving plant was erected adjacent to the crushing plant and production began on September 6th. Some time was lost at first in making some necessary adjustments, but by averaging 50 tons per hour the paving was completed by September 29th. The plant operated 208 hours and produced 10,584.5 tons. The margin of profit on the asphaltic concrete was low as the contractor had expected to secure sufficient fines from his own quarry. Instead he was forced to purchase additional sand which increased the cost by $0.122 per ton.

The contract shows a fair profit due to the work being prosecuted vigorously and fairly efficiently and to excellent weather conditions. The overrun of the time limit, amounting to 13 days, was due to the contractor having decided to produce the crushed rock with his own equipment instead of purchasing the material.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Supplementary Report
St. Helens-Warren

Itemized Costs of Crushed Rock Production

	Cost	Cu. Yds.	Unit Cost	
Stripping Quarry	$84.40	27,171	0.003	
Move In and Set Up Plant	1,678.21	"	0.059	
Drill and Shoot	4,405.77	"	0.156	
Load in Quarry	2,406.50	"	0.085	
Haul to Crusher	1,281.36	"	0.045	
Crushing	6,909.97	"	0.244	
Royalty	1,414.15	"	0.050	
	$18,180.76	27,171	0.642	
Prorates, Supv., Gen. Overhead Etc.	1,818.08	"	0.064	
Cost in Bunkers	$19,998.84	27,171	$0.706	
Hauling & Stockpiling Surfacing Rock	$1,044.00	8,701	0.120	
Pick Up from Stockpile	543.20	"	0.062	
	$1,587.20	8,701	0.182	
Average Price of Crushed Rock in Trucks at Plant including rock hauled direct from bunkers or loaded from stockpiles			$0.788	
Haul to Road	$3,848.06	18,820.5	0.204	($0.075 per yd. mi.)
Take Care of Rock on Road	3,892.43	"	0.216	
Total Cost Per Yard			$1.208	

The quarry used was privately owned and was opened by the contractor. No clearing was required, and the overburden was very light. A road 200 feet long was constructed from the quarry to the plant, and a log crib ramp was built for the unloading into the primary crusher. The crusher was set up by a crew of nine in two weeks' time. An electric power line about 1000 feet long was built by the contractor with materials furnished by the power company. All motors in the plant were electrical, the largest one being 125 h.p. The crushing equipment consisted of a 12" Traylor gyratory primary crusher, a 30" x 18" Austin rolls, a 3' Symonds cone and a 4' x 12" triple deck vibrating screen. The plant crushed 28,283 cubic yards in 603 hours working time and averaged 47 cubic yards per hour. In addition to the 18,820 cubic yards of surfacing rock, a total of 7,135 yards of aggregate for the asphaltic concrete was crushed at a cost of $0.83 in the stockpile. In addition to the rock used for the surfacing and for paving, 2,328 cubic yards were crushed and stockpiled but not used on the job.

Supplementary Report
St. Helens-Warren

Itemized Costs of Asphaltic Concrete Pavement

	Cost	Tons	Unit Cost	
Plant Erection	$2,312.86	10,584.25	0.219	
Parts and Repairs (Not including labor)	573.25	"	0.054	
Forms and Fine Grading	4,999.89	"	0.472	
Produce Asphaltic Concrete (Includes heating and hauling asphalt, handling aggregate from stockpile and plant operation)	9,384.95	"	0.887	
Mineral Aggregate (Including crushed rock in stockpiles and the muck sand bought delivered at the plant)	7,383.01	"	0.697	
Hauling Asphaltic Concrete Av. 2.8 miles	2,092.95	"	0.198	($0.07 per ton mi.)
Placing Asphaltic Concrete Pavement	4,177.39	"	0.395	
Grade D Asphalt and RC-4	8,348.54	"	0.789	
Supv., Move In, Gen. Overhead, Bond Etc.	3,997.05	"	0.375	
	$43,249.89	10,584.25	$4.086	

The plant was a 3000 lb. batch portable plant, and a rental allowance of $0.15 per ton was used. The asphalt was delivered in tank cars at a siding 0.6 of a mile from the plant. Heating the asphalt and hauling it to the plant cost $790.46. The aggregate was loaded at the stockpiles with a 3/4-yard shovel and hauled a distance of 600 feet. It was unloaded onto a conveyor belt which elevated it to the portable steel bunkers. The gates at the bottom of these bunkers operated automatically and discharged the batched material onto another conveyor belt which carried it to the dryer. The plant produced 10,584.25 tons in 208 operating hours, averaging 50 tons per hour. After the initial adjustments were made the plant lost only 6 hours in breakdown time. The weather conditions were excellent throughout the paving period. The aggregate cost the contractor $0.83 in stockpiles and the sand cost $0.80 per yard.

RECEIVED
FEB 1939
FOR FILING

NEWPORT, KERN & KIBBE
GENERAL CONTRACTORS
NORTHEAST 70TH AND HALSEY STREET
PORTLAND, OREGON
TABOR 2511

RECEIVED
FEB 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

Feb.4,1939

H.G.Glaisyer,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Sir:

This to acknowledge receipt of your letter of Jan.3Ist.in connection with our desire to be releived of the penalty on the St.Helens-Warren work and to thank you for your interest in same.

Yours very truly,

Newport,Kern & Kibbe.

By N R. Newport

NOTED
R B GLAISYER

FORM S-A-1 SM 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAIRVOE, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 3 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 2, 1939.

Mr. E. A. Collier,
Division Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Further reference is being made regarding construction map for the St. Helens-Warren Section of the Columbia River Highway.

We are unable to locate the detail map of the Houlton-Scappoose Section. If it is not in your office it is probably lost. We do not like to put a constructed line map on a tracing for the reason that this tracing is a right of way map.

If the detail map, McBride to Scappoose dated 1919, File No. 2F 6-1 is in such shape as to make it impractical to place the constructed line on it, we suggest in this case that a tracing be made of the constructed line map submitted on the direct print, and both the direct print and tracing be sent to this office as a construction map.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
C. B. McCullough

FORM S-8-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 3 1939
FOR FILING
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

February 1, 1939

2-1-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Chas. E. Low

Dear Sir:

We are now ready to make a construction map for the St. Helens-Warren Section. We have a hard copy map, your file No. 2F6-1, McBride to Scappoose, dated January 1919. We also have a blueprint of the relocated line Houlton-Scappoose, dated June, 1932. If there is a hard copy map of the latter, it will be much better to work up for the construction map. If there is no hard copy, I suggest you send us the tracing of this 1932 map, on which we will put the 1938 constructed line showing spirals.

If neither of these two items appear proper, please advise and we will put the 1938 constructed line on the 1919 map.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
R. A. Farrow
Albany, Oregon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ROSEBURG
H. B. VAN DUZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 17 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 16,1939.

Mr.H. C. Broadwell,
Resident Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:-

As requested we are sending to you under separate cover in a package to Mr. Collier, the constructed line, transit notes, and direct print of construction line shown in red which was submitted with the final records on the St. Helens-Warren Section, of the Lower Columbia River Highway.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough
E. A. Collier

RECEIVED
JAN 12 1939
FOR FILING

-2073-

January 12, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2073, for the construction of the St. Helens-Warren Section of the Columbia River Highway in Columbia County, has been completed by the contractors, Newport Construction Company and Kerr & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 21, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $88,525.80, including the final payment. Of this amount $754.40 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-2-1 500 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ALBANY
H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 11 1939
FOR FILING

RECEIVED
JAN 11 19[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

January 10, 1939

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
for Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

On November 15 we sent you the final records for the St. Helens-Warren Contract, No. 2073. Included was bill for Force Account Work Order, No. 2, Burning Pavement. In this bill the contractor listed rental on burners at $45.00.

Herewith letter from Mr. Newport asking for $57.75 additional on account of rent. He has also attached receipted bills showing that he paid the United Contracting Company and Warren Northwest a lump sum of $50.00 each for their burners.

While this rental rate seemed high to me, we probably should pay the contractor his costs plus his percentage. I have advised the contractor that it may be too late to make this claim for additional compensation. He wrote me December 18, but sent the receipted bills on January 7.

I have approved this bill subject to: (1) Your approval; (2) Subject to this account not having been closed to date.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. C. B. McCullough

Enc.

FORM S.A.-1 SM 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

R. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 27, 1938.

Mr. E. A. Collier,
Division Engineer,
9200 S. W. McLoughlin Blvd.,
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

It is noted that constructed line map submitted for the St. Helens-Warren Section was a white print.

It is a policy of the department to have the located detail map used in making the constructed line map. In this way we have a complete record as any change in alignment can be shown as well as the new location of buildings, fences, driveways, etc. Only in exceptional cases, where the location detail is not available, should a white print be submitted as constructed line maps.

We are of the opinion that the detail constructed line is available for this section and would appreciate it if you would have it fixed up and submitted for our final records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated b
Chas. E. Low
H
CC to
C. B. McCullough

FORM S-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAGETT, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

December 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. H. Milner

NOTED
Asst. State Highway Engineer

Dear Sir:

Your letter of December 19th received with bills for engineering expense against Newport, Kern & Kibbe on the St. Helens job. On November 2nd you sent Mr. Broadwell five copies of a bill for this same charge. Mr. Broadwell made several corrections and on November 10th, I returned "Attention: H. G. Smith" a corrected copy of the bill.

Your present bill does not agree with the one you sent November 2nd, nor with the corrected copy we sent back November 10th. I note, for instance, in this latter bill you have carried the Resident Engineer at $250, when his rate is $225. I also note you have dropped out the charge for a draftsman on this second bill, which was carried on the first one.

If you do not receive a corrected copy of the bill which I sent to H. G. Smith, you might ask him for it. I am enclosing herewith a copy of the bill you sent December 19th, on which is shown the corrected time according to Mr. Broadwell's records, with the exception that a charge for draftsman has not been included. It would not appear that a draftsman's time would be increased on account of delay in completion to the contract and I presume, for this reason, you have omitted it on this second bill.

I suggest you prepare five copies of the corrected bill and send them to Mr. Broadwell and we will approve and return them.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

E.C:DP
CC H. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 10 1938
STATE HIGHWAY ENGINEER
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 27-A (2)
St.Helens-Warren section
Columbia River Highway

December 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Encls.

Agpr-36625

Form P. R. 2

State Oregon

Federal Aid Project No. 27-A (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of November, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of September, 19 19, a project statement, which was approved by the Secretary on the 26th day of March, 19 20, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (2) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of fifty-eight thousand, seven hundred thirty and no/100

dollars ($ 58,730.00) as the share of the United States payable under said act on account of Section A (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1932.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 600+00 in St. Helens and survey station 810+00 in the NW 1/4, Sec. 30, T. 4 N., R. 1 W., W.M. (excepting therefrom those portions between survey stations 602+68.8 and 603+58.8, and 650+53 and 650+83)

, length 3.953 miles, in Columbia County, being Section A (2) of Oregon Federal Aid project No. 27, consisting of 3.953 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of NOV 29 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—5516

3

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No 27-A (2) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 96,274.00 as the total estimated cost of said project, and the sum of $ 58,739.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of NOV 29 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. C. Tracy
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 9—4250

#2073

5

RECEIVED
NOV 21 1938

27-A-2

November 21, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Newport Construction Company and Kern & Kibbe, on Contract No. 2075, St. Helens-Warren Section of the Columbia River Highway in Columbia County. This payment will be made on or after December 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

BY

Secretary.

Dict. by J. McFarland.

FORM S-6-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 16 1938

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

27-A-2

November 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover by express, today, we are sending you final records for the St. Helens-Warren contract No. 2073, which was completed on October 13 by contractors, Newport, Kern and Kibbe.

Mr. Broadwell's list of items is attached hereto, and a copy is included in the express shipment. Your attention is directed to the write up of the job by Broadwell. He has included the dates on which each item of work was started and finished, equipment used by the contractor, the different types of forms used on different parts of the job, location of the quarry, types of cement used on the box culvert being "high early" and he, also, has made a brief statement about the test of the Johnson Road Finisher.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PR
cc: Mr. H. H. Baldock

P. S. Please send a print of the profile.

FORM S-S-1 2M 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

November 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I have your recent letter concerning widening McNulty Creek bridge near St. Helens. Confirming telephone conversation of November 10, it was planned to widen this bridge under contract next year at the same time we widen North and South Scappoose Creek bridge, and revise Honeyman bridge.

Present deck is 19 feet 4 inches wide and our pavement is now 20 feet wide. Center line of the new pavement does not hit the center line of the bridge by approximately one foot. We have placed signs advising traffic of this condition, and I did not consider this a particularly hazardous condition to exist during the coming winter.

In compliance with your suggestion, I am enclosing herewith an Order for State Force Work on Contract Projects to cover removal of curbs and guard rails on existing bridge, widening deck to 26 feet with 3'5 sidewalks, and construction of fill and shoulders.

If it is decided to do this widening, we have a good foreman named Clark who is at Newberg at present who would be able to do this work in the near future. Please have Bridge Department prepare plans.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:R
cc. Mr. R. H. Baldock
Encl.

FORM S-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

27-A

November 12, 1938

Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

We have prepared estimates of the cost of widening the McNulty Creek Bridge on the Lower Columbia River Highway near St. Helens (Mile No. 28-27.89). This estimate is based on widening the bridge to full width of the roadbed which is 42 feet and using a culvert type headwall. We estimate that it will cost $3,410.00 which with ten per cent and ten per cent totals $4,126.00.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc R. H. Baldock

FORM S-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

27-A-2

November 10, 1938.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

I am returning herewith a corrected copy of the bill for engineering expenses against Newport Construction Company and Kern & Kibbe contractors, on contract No. 2073. You will note that we have re-written this bill making certain corrections according to Broadwell's payroll.

The quantities for asphaltic concrete overran bid quantities 885 tons which would amount to two days run for the plant. I suggest that the contractors be given credit for two days on this score.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PR
cc R. H. Baldock
Encl.

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 27-A (2), St.Helens-Warren section, Columbia River Highway, was made by a representative of this office on October 14, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form [illegible] 6-35

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. [illegible]ALDRICH, PENDLETON
L. YOU VELLE, JACKSONVILLE

[illegible] G. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

November 5th, 1938

IN REPLY PLEASE REFER TO FILE No.

72-17-12

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Mr. Bishop advises that he considers the McNulty Creek bridge on the Warren-Scappoose Section to be dangerous on account of the widening which you have done to the pavement approaching the bridge.

Will you kindly advise why this bridge was not widened under the contract, and if it is as Mr. Bishop fears, submit an order for its widening.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
[illegible] Highway Engineer

FORM S-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV - 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

9200 S. E. McLoughlin

5-1010

November 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. M. Finchiner

Dear Sir:

Received Laboratory Report on paint for mailbox posts on St. Helens-Warren Section. You report the material is not suitable because the percent of pigment is low and the inert percentage is too much.

Only one grade of paint was required for this job and the contractor bought and applied the first coat the same day. He purchased paint as a standard outside white house-paint from Marshall-Wells Co.

If the deficiencies in this paint will not cause any serious trouble on the mailbox posts, I suggest we take no further action in the matter.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:FP
CC H. G. Smith
H. H. Baldock

RECEIVED
OCT 31 1938
FOR FILING

RECEIVED
OCT 31 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 27-A (2)
St. Helens-Warren Sec. of
the Columbia River Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

October 27, 1938.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

FORM S-6-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. YOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED 1938 STATE HIGHWAY COMMISSION

RECEIVED FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
9200 S. W. McLoughlin

October 27, 1938

21-d-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Order for Extra Work on St. Helens-Warren, Contract No. 2073, Order No. 3 is for adjusting manholes and Order No. 4 is for cutting eight samples for Mr. Finkbiner.

The contractor also cut four regular samples and, as covered in the regular specifications, these four were to be made at his own expense.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

FORM S-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1938
FOR FILING

SALEM, October 13, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

27-A-2

Mr. W. E. Lynch,
District Engineer,
U.S. Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

May we have your concurrence in an additional extension of time on the Newport Constr. Co. and Kern & Kibbe Contract #2073, St. Helens-Warren Section, FA Project 27 A.

One extension has been granted from September 15, to October 10, 1938, but because of some unanticipated trouble they were unable to complete the job until October 13th. It is recommended that this additional extension be granted with engineering penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM S-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 26 1938
FOR FILING
27-11-2

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
OCT 26 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
9200 S. E. McLoughlin
October 25, 1938

5-1010

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

NOTED
State Highway Engineer

Dear Sir:

The Newport Construction Company and Kern & Kibbe requested an extension of time on their St. Helens-Warren Contract, No. 2073. The specified date of completion was September 15th, 1938 and the actual date of completion was October 13th.

I have previously written you a letter recommending an extension of time to October 10th without penalty and I wish to recommend an extension of time to October 13th for the same reasons, without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

RECEIVED
OCT 26 1938
FOR

#2073

October 20, 1938

Mr. E. A. Collier
Division Engineer
State Highway Department
Weatherly Building
Portland, Oregon

Dear Mr. Collier:

We are handing you herewith a copy of a letter from Newport Construction Company and Kern & Kibbe, making application for an extension of time to October 13 on their contract No. 2073, St. Helens-Warren Section, in Columbia County. Consent of surety was also attached to this letter.

Will you please advise us of your recommendation.

For your information, the application which they made some time ago for an extension of time to October 10 was referred to the Bureau of Public Roads for their concurrence and could not be recalled.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
OCT 6
FOR FILING

FORM S.H.D. 108 5-38

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

21-C

OREGON STATE HIGHWAY COMMISSION

SALEM

October 4th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the St. Helens-Warren Paving, Contract 2073, F.A.P. 27-A, Newport Construction Company and Kern & Kibbe, contractors, from September 15th to October 10th, 1938.

The original time limit on this contract was specified on the supposition that the contractor would purchase rock from existing plants; however, the contractor found he could not secure a reliable source, and it was necessary to put in his own plant. This situation has existed in Portland and the surrounding area throughout the summer. In spite of all our efforts, the contractors working on Sandy Boulevard have been unable to work more than one shift on account of the deficiency in rock.

Due to the fact that the contractor had to erect a crushing plant and produce the material before starting paving, it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A4 10M '38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. LOUIS VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

RECEIVED
SEP 30 1938
ENGINEERING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

PORTLAND SALEM

27-C

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Hamblett,
Resident Engineer,
Eugene, Ore.

Dear Sir:

NOTED
State Highway Engineer

This is to advise that prefix S-1010 may be used to cover ~~time~~ for loading float machine and Mr. Wood's time when away from Eugene.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
W. C. Broadwell
E. A. Collier
K. D. Lytle

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 6 1938
FOR FILING

HAMSEN & ROWLAND INC

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

5-1910

605 Westerly Bldg.
September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Received a copy of Mr. Newport's letter asking for an extension of time on Contract 2073, St. Helens-Warren Paving. He asks for an extension of time from September 15th to October 10th. The contract was awarded on June 2nd and work was started on June 13th. At the time the contract was awarded we thought the contractor would secure his aggregate for base and pavement from one of the two existing rock crushing plants near St. Helens. The contractor thought he could not secure a reliable supply from either of these plants and that he could save money by putting in his own plant. He started production of rock for paving about July 18th. Paving was started on September 7th and should be completed today, September 29th.

The contractor installed an adequate supply of good equipment and in general pushed his work rapidly. For instance, the average tonnage of pavement placed is nearly 600 tons a day. During crushing operations, I urged the contractor to put on three shifts. He felt that with two shifts working, he needed the fractional third shift time left for repair work and that the addition of a third shift would not speed up production of work materially.

There has been an increase in the amount of asphaltic concrete placed in the amount of 80[illegible] tons, which would entitle the contractor to a two-day extension. The contractor wished to tear up two short pieces of pavement the Saturday before Labor Day, but we requested him not to do this and told him that if he wished to pave, he could pave on the Warren change, which would not interfere with traffic.

Weather conditions have been excellent throughout the working period; traffic will not be inconvenienced during the remaining ten days asked for, as the pavement will be open throughout to traffic during finishing of the shoulders. Engineering costs have been increased somewhat by reason of this over-run in time, but I recommend an extension be granted without penalty, because the contractor has used his best efforts to complete the project on time.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:IP
CC H. H. Baldock

RECEIVED
SEP 28 1938
FOR FILING

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

September 27, 1938

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

NEWPORT CONSTRUCTION CO.
7031 N. E. Halsey Street
Portland, Oregon

RE: BOND NO.47571 - NEWPORT CONSTRUCTION CO. & KERN & KIBBE to STATE OF OREGON - St. Helens-Warren Section of Columbia River Highwy, in Columbia County, Oregon

Gentlemen: Attention: Mr. Brooks

Incl osed herewith find consent to the Oregon State Highway Commission for an extension of time.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By I C Rowland
I. C. Rowland
Secretary

ICR
W

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

RECEIVED
SEP 28 1938
OREGON
STATE HIGHWAY COMMISSION

September 27, 1938

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Re: BOND NO. 47571 - NEWPORT CONSTRUCTION CO & KERN & KIBBE to STATE OF OREGON - St. Helens-Warren Section of Columbia River Highway, in Columbia County, Oregon - Your Contract No.2073

Gentlemen:

We, as surety on the bond of Newport Construction Co. and Kern & Kibbe, hereby consent to an extension of time for the completion of said contract to October 10th, 1938.

Very truly yours,

MARYLAND CASUALTY COMPANY

BY I C Rowland
Attorney-in-Fact

ICR
W

Extra Copy - Contract #2073
Original in Contract

September 27, 1938

Oregon State Highway Commission
Salem, Oregon

Re: BOND NO. 47571 - NEWPORT CONSTRUCTION CO & KERN & KIBBE to STATE OF OREGON - St. Helens-Warren Section of Columbia River Highway, in Columbia County, Oregon - Your Contract No.2073

Gentlemen:

We, as surety on the bond of Newport Construction Co. and Kern & Kibbe, hereby consent to an extension of time for the completion of said contract to October 10th, 1938.

Very truly yours,

MARYLAND CASUALTY COMPANY

BY J C Rowland
Attorney-in-Fact

ICR
W

#2073

September 26, 1938

NEWPORT KERN & KIBBE
N. E. 70th & Halsey Streets
Portland, Oregon

Attention Mr. H. R. Newport

Gentlemen:

This is to acknowledge your letter of September 23, requesting an extension of time to October 10 on your contract No. 2073, St. Helens-Warren Section of the Columbia River Highway, in Columbia County.

You are advised that before your application can be accepted or acted upon by the Highway Commission, it will be necessary to have the written consent of your surety on the bond in connection with the contract. Please secure such consent of surety and forward to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - E. A. Collier

Mr. Collier: Please advise of your recommendation.

HBG

FORM 9-9-1 500 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 16 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

5-1010

605 Wentherly Bldg.
September 14, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Price Agreement signed by Newport, Kern & Kibbe for the furnishing and placing of 130 lin. ft. of 8-inch perforated, corrugated iron pipe. This is on the St. Helens-Warren Section of the Lower Columbia River Highway.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

RECEIVED
SEP 9 1938
FOR FILING

September 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 22, 1938, we are enclosing herewith seven copies of revised estimate as basis for project agreement, showing a segregation in the work outside of St. Helens between the 28-foot and 20-foot roadway. Since the plans indicate the change in width occurs at Station 651+00, we are using that point as the beginning of the wider roadway, which point is the beginning of widening the pavement of the approach to the McNulty Creek bridge.

With reference to the discrepancy between the plans and bid proposals submitted to you concerning the item of Class "A" Asphaltic Concrete, please be advised that correction was made in the proposals prior to their submission to prospective bidders.

The length of the project given in your letter of 3.453 miles appears incorrect due to typographical error, as we compute the length to be 3.953 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 27-A(2)

St. Helens-Scappoose Section of the Columbia River Highway in Columbia County

(Estimate as basis for project agreement. Based on low Mid prices.)

Salem, Oregon, September 6, 1938

Work Within City of St. Helens (Sta. 600+00 to 629+13)

All Required		Clearing and Grubbing	$ --	$ 68.00
80	cu. yds.	Trench Excavation	1.00	80.00
900	cu. yds.	Common Excavation	0.25	225.00
900	cu. yds.	Solid Rock Excavation	0.60	540.00
300	yd. sta.	Overhaul	0.02	6.00
800	yd. mi.	Truck Haul	0.20	40.00
0.53	mile	Finishing Roadbed and Slopes	250.00	132.50
30	lin. ft.	12" Corr. Iron Pipe	1.08	32.40
60	lin. ft.	18" Concrete Pipe	1.38	82.80
70	lin. ft.	36" Concrete Pipe	4.60	322.00
30	lin. ft.	Salvaging Culvert Pipe	0.50	15.00
1	only	Concrete Catch Inlet	30.00	30.00
2,000	cu. yds.	3" - 1½" Material in Base and Surfacing	1.59	3,180.00
600	cu. yds.	1½" - 0" Materials in Shoulders and Surfacing	1.59	954.00
1,400	cu. yds.	¾" - 0" Materials in Base, Shoulders and Surfacing	1.59	2,226.00
50	cu. yds.	¾" - 0" Screenings in Footpaths	2.00	100.00
200	cu. yds.	Filler	0.25	50.00
400	yd. mi.	Hauling Filler	0.15	60.00
100	M-Gal.	Sprinkling	1.50	150.00
600	tons	Class "A" Asphaltic Concrete	4.24	2,544.00
500	tons	Class "B" Asphaltic Concrete	4.24	2,120.00
450	tons	Cutback Asphalt Wearing Surface	4.24	1,908.00
		Subtotal		$ 14,885
		10% Engr. & Cont.		1,486
		Total		$ 16,371
		Length of Roadway	.534 mile	
		Length of Bridge (Exception)	.017 mile	
		Total Length	.551 mile	
		Cost per mile, Roadway	$ 30,619	

Work Outside of City (Sta. 629+11 to 651+00)

All Required		Clearing and Grubbing	$ - -	$ 52.00
90	cu. yds.	Trench Excavation	1.00	90.00
800	cu. yds.	Common Excavation	0.25	200.00
50	cu. yds.	Solid Rock Excavation	0.60	30.00
900	yd. sta.	Overhaul	0.02	18.00
10	yd. mi.	Truck Haul	0.20	2.00
0.41	mile	Finishing Roadbed and Slopes	250.00	102.50
70	lin. ft.	12" Corr. Iron Pipe	1.08	75.60
80	lin. ft.	18" Concrete Pipe	1.38	110.40
50	lin. ft.	Salvaging Culvert Pipe	0.50	25.00
1,500	cu. yds.	3" - ½" Material in Base and Surfacing	1.59	2,385.00
350	cu. yds.	½" - 0" Material in Shoulders and Surfacing	1.59	556.50
900	cu. yds.	3" - 0" Material in Base, Shoulders and Surfacing	1.59	1,431.00
40	cu. yds.	¾" - 0" Screenings in Footpath	2.00	80.00
200	cu. yds.	Filler	0.25	50.00
400	yd. mi.	Hauling Filler	0.15	60.00
80	M-Gal.	Sprinkling	1.50	120.00
460	tons	Class "A" Asphaltic Concrete	4.24	1,950.40
380	tons	Class "B" Asphaltic Concrete	4.24	1,611.20
340	tons	Cutback Asphalt Wearing Surface	4.24	1,441.60
		Subtotal		$ 10,391
		10% Engr. & Cont.		1,039
		Total		$ 11,430

Length of Roadway	.409 mile
Length of Bridge (Exception)	.006 mile
Total Length	.415 mile
Cost per mile, Roadway	$ 27,946

Work Outside of City (Sta. 651+00 to 810+00)

All Required		Clearing and Grubbing	$ - -	$ 380.00
380	cu. yds.	Trench Excavation	1.00	380.00
16,300	cu. yds.	Common Excavation	0.25	4,075.00
50	cu. yds.	Solid Rock Excavation	0.60	30.00
13,800	yd. sta.	Overhaul	0.02	276.00
6,790	yd. mi.	Truck Haul	0.20	1,358.00
3.01	miles	Finishing Roadbed and Slopes	250.00	752.50
600	lin. ft.	Rounding Cutbanks	0.08	48.00
900	sq. yds.	Removal of Old Pavement	0.25	225.00
340	lin. ft.	12" Corr. Iron Pipe	1.08	367.20

560	lin. ft.	18" Concrete Pipe	$ 1.38	$ 772.80
250	lin. ft.	Salvaging Culvert Pipe	0.50	125.00
1	only	Concrete Catch Inlet	30.00	30.00
44	cu. yds.	Class "D" Concrete	20.00	880.00
7,000	lbs.	Metal Reinforcement	0.05	350.00
300	lin. ft.	Cable Guard Fence	1.50	450.00
2,700	cu. yds.	3" - ¼" Material in Base and Surfacing	1.59	4,293.00
5,650	cu. yds.	¼" - 0" Material in Shoulders and Surfacing	1.59	8,983.50
5,100	cu. yds.	¼" - 0" Material in Base, Shoulders and Surfacing	1.59	8,109.00
10	cu. yds.	¼" - 0" Screenings in Footpaths	2.00	20.00
600	cu. yds.	Filler	0.25	150.00
1,200	yd. mi.	Hauling Filler	0.15	180.00
320	M-Gal.	Sprinkling	1.50	480.00
2,440	tons	Class "A" Asphaltic Concrete	4.24	10,345.60
2,620	tons	Class "B" Asphaltic Concrete	4.24	11,108.80
1,910	tons	Cutback Asphalt Seering Surface	4.24	8,098.40
		Subtotal		$ 62,267
		10% Engr. & Cont.		6,226
		Total		$ 68,493

Length of Roadway 3.010 miles
Cost per mile, Roadway $ 22,755

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Work in City of St. Helens	$ 16,351	$ 9,974	$ 6,377
Work Outside City:			
(Sta. 629+13 to 651+00)	11,430	6,973	4,457
(Sta. 651+00 to 810+00)	68,493	41,783	26,710
	$ 96,274	$ 58,730	$ 37,544

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1932
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1932

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

730
POST OFFICE BUILDING
PORTLAND, OREGON

August 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon Federal Aid Project No. 27-A (2), St.Helens-Warren section of the Columbia River Highway, submitted with your letter of August 18, 1938.

There should be an additional segregation of the part outside of St. Helens between the 28' and 20' surfacing. We believe this change in width will be at the McNulty Creek Bridge rather than exactly at Sta. 651+00 as the typical sections indicate. If so, please show the proper stationing.

We consider that the two bridges, Stas. 602+68.8 to 603+58.8 and Stas. 651+53 to 651+83, are exceptions to this project and not included in the length, making roadway and project length 3.453 miles, of which 0.534 mile is in St.Helens.

The first page should also be altered to make reference to work within the city of St.Helens, using the legal name as in the encroachment resolution instead of "City of Houlton."

In our letter of June 6th we referred to a discrepancy between the tonnage of Class "A" bituminous concrete in the proposal form and the estimate. We note that the amount in the estimate has not been changed, but that the amount shown in the bid tabulation has been reduced in agreement with it. Please advise whether contractors were notified and bids actually taken on the smaller amount and our copies of the proposal form in error.

There is a $2,000 error in the subtotal for "Work Outside of City" which is carried through to the summary.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 401 P. 4-37 SM

#2073

RECEIVED
SEP 15 1938
FOR FILING

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

September 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

NEWPORT CONSTRUCTION CO.
Portland, Oregon

It is our understanding that Newport Construction Co. has a contract for paving a portion of the highway near St. Helens.

As we anticipate furnishing petroleum products on this operation, will you please complete the attached questionnaire and return to this office in the enclosed business reply envelope?

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbison

IH:EAC
Enclosure

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate as basis for project agreement for the St. Helens-Warren Section, Project No. PA 27-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 27-A(2)

MT. HEBRON-HARRIS SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1938

Work Within City of Rainier (Sta. 600+00 to 629+13)

All Required		Clearing and Grubbing		$ 60.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
900	cu. yds.	Common Excavation	0.25	225.00
900	cu. yds.	Solid Rock Excavation	0.60	540.00
300	yd. sta.	Overhaul	0.02	6.00
200	yd. mi.	Truck Haul	0.20	40.00
0.53	mile	Finishing Roadbed and Slopes	250.00	132.50
30	lin. ft.	12" Conr. Iron Pipe	1.08	32.40
60	lin. ft.	18" Concrete Pipe	1.38	82.80
70	lin. ft.	36" Concrete Pipe	4.60	322.00
30	lin. ft.	Salvaging Culvert Pipe	0.50	15.00
1	only	Concrete Catch Inlet	30.00	30.00
2,000	cu. yds.	3" - 1½" Material in Base and Surfacing	1.59	3,180.00
600	cu. yds.	1½" - 0" Materials in Shoulders and Surfacing	1.59	954.00
1,400	cu. yds.	¾" - 0" Materials in Base, Shoulders and Surfacing	1.59	2,226.00
50	cu. yds.	¼" - 0" Screenings in Footpaths	2.00	100.00
200	cu. yds.	Filler	0.25	50.00
400	yd. mi.	Hauling Filler	0.15	60.00
100	M-Gal.	Sprinkling	1.50	150.00
600	tons	Class "A" Asphaltic Concrete	4.24	2,544.00
500	tons	Class "B" Asphaltic Concrete	4.24	2,120.00
450	tons	Cutback Asphalt Wearing Surface	4.24	1,908.00
		Subtotal		$ 14,865
		10% Engr. & Cont.		1,486
		Total		$ 16,351

Length of Roadway	0.340 mile
Length of Bridge	0.011 mile
Total Length	0.351 mile
Cost per mile, roadway	$ 30,279

Work Outside of City (Sta. 629+13 to 810+00)

All Required		Clearing and Grubbing		$ 432.00
470	cu. yds.	Trench Excavation	$ 1.00	470.00
17,100	cu. yds.	Common Excavation	0.25	4,275.00
100	cu. yds.	Solid Rock Excavation	0.60	60.00
14,700	yd. sta.	Overhaul	0.02	294.00
6,800	yd. mi.	Truck Haul	0.20	1,360.00
3.42	miles	Finishing Roadbed and Slopes	250.00	855.00
600	lin. ft.	Rounding Cutbanks	0.08	48.00
900	sq. yds.	Removal of Old Pavement	0.25	225.00
418	lin. ft.	12" Corr. Iron Pipe	1.06	442.80
640	lin. ft.	15" Concrete Pipe	1.38	883.20
300	lin. ft.	Salvaging Culvert Pipe	0.50	150.00
1	each	Concrete Catch Inlet	30.00	30.00
44	cu. yds.	Class "D" Concrete	20.00	880.00
7,000	lbs.	Metal Reinforcement	0.05	350.00
300	lin. ft.	Cable Guard Fence	1.50	450.00
4,200	cu. yds.	3" - 1½" Material in Base and Surfacing	1.59	6,678.00
6,000	cu. yds.	1½" - 0" Material in Shoulders and Surfacing	1.59	9,540.00
6,000	cu. yds.	½" - 0" Material in Base, Shoulders and Surfacing	1.59	9,540.00
50	cu. yds.	¼" - 0" Screenings in Footpaths	2.00	100.00
800	cu. yds.	Filler	0.25	200.00
1,600	yd. mi.	Hauling Filler	0.15	240.00
400	M-Gal.	Sprinkling	1.50	600.00
2,900	tons	Class "A" Asphaltic Concrete	4.24	12,296.00
3,000	tons	Class "B" Asphaltic Concrete	4.24	12,720.00
2,250	tons	Cutback Asphalt Wearing Surface	4.24	9,540.00
			Subtotal	$ 70,659
			10% Engr. & Cont.	7,065
			Total	$ 77,724

Length of Roadway	3.419 miles
Length of Bridge	.006 mile
Total Length	3.425 miles
Cost per mile, Roadway	$ 22,732

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City	$ 16,351	$ 9,975	$ 6,376
Work Outside City	77,724	47,415	30,309
	$ 94,075	$ 57,390	$ 36,685

State Funds for Constr: Chap. 175, Laws 1917; Chap. 51, Laws 1920; Chap. 86, Laws 1932

State Funds for Maint: Chap. 41, Laws 1927; Chap. 88, Laws 1932

Oregon State Highway Department — Federal Aid Project No. 27-A-2

St. Helens-Warren Section of the Columbia River Highway in Columbia County

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 18, 1938

Work Within City of Scappoose (Sta. 600+00 to 629+13)

All Required		Clearing and Grubbing		$ 50.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
900	cu. yds.	Common Excavation	.25	225.00
900	cu. yds.	Solid Rock Excavation	.80	720.00
300	yd. sta.	Overhaul	.02	6.00
200	yd. mi.	Truck Haul	.12	24.00
0.53	mile	Finishing Roadbed and Slopes	300.00	159.00
30	lin. ft.	12" Corr. Iron Pipe	1.50	45.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
70	lin. ft.	36" Concrete Pipe	5.00	350.00
30	lin. ft.	Salvaging Culvert Pipe	.80	24.00
1	only	Concrete Catch Inlet	25.00	25.00
2,000	cu. yds.	3" - 1½" Material in Base and Surfacing	1.50	3,000.00
600	cu. yds.	1½" - 0" Material in Shoulders and Surfacing	1.50	900.00
1,400	cu. yds.	¾" - 0" Material in Base, Shoulders and Surfacing	1.50	2,100.00
50	cu. yds.	¼" - 0" Screenings in Footpaths	1.50	75.00
200	cu. yds.	Filler	.40	80.00
400	yd. mi.	Hauling Filler	.15	60.00
100	M-gal.	Sprinkling	1.50	150.00
600	tons	Class "A" Asphaltic Concrete	4.50	2,700.00
500	tons	Class "B" Asphaltic Concrete	4.50	2,250.00
450	tons	Cutback Asphalt Wearing Surface	4.50	2,025.00
		Subtotal		$ 15,198
		10% Engr. & Cont.		1,519
		Total		$ 16,717

Length of Roadway	0.540 mile
Length of Bridge	0.011 mile
Total Length	0.551 mile
Cost per mile, roadway	$ 30,957

Work Outside of City (Sta. 629+13 to 910+00)

All Required		Clearing and Grubbing		$ 450.00
470	cu. yds.	Trench Excavation	$ 1.00	470.00
17,100	cu. yds.	Common Excavation	.25	4,275.00
100	cu. yds.	Solid Rock Excavation	.80	80.00
14,700	yd. sta.	Overhaul	.02	294.00
6,800	yd. mi.	Truck Haul	.12	816.00
3.42	miles	Finishing Roadbed and Slopes	300.00	1,026.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
900	sq. yds.	Removal of Old Pavement	.30	270.00
410	lin. ft.	12" Corr. Iron Pipe	1.50	615.00
640	lin. ft.	18" Concrete Pipe	2.50	1,600.00
300	lin. ft.	Salvaging Culvert Pipe	.80	240.00
1	only	Concrete Catch Inlet	25.00	25.00
44	cu. yds.	Class "D" Concrete	25.00	1,100.00
7,000	lbs.	Metal Reinforcement	.05	350.00
300	lin. ft.	Cable Guard Fence	1.25	375.00
4,200	cu. yds.	3" – 1½" Material in Base and Surfacing	1.50	6,300.00
6,000	cu. yds.	1½" – 0" Material in Shoulders and Surfacing	1.50	9,000.00
6,000	cu. yds.	¼" – 0" Material in Base, Shoulders and Surfacing	1.50	9,000.00
50	cu. yds.	¼" – 0" Screenings in Footpaths	1.50	75.00
800	cu. yds.	Filler	.40	320.00
1,600	yd. mi.	Hauling Filler	.15	240.00
400	M-gal.	Sprinkling	1.50	600.00
2,900	tons	Class "A" Asphaltic Concrete	4.50	13,050.00
3,000	tons	Class "B" Asphaltic Concrete	4.50	13,500.00
2,250	tons	Cutback Asphalt Wearing Surface	4.50	10,125.00
			Subtotal	$ 74,256
			10% Engr. & Cont.	7,425
			Total	$ 81,681

Length of Roadway	3.419 miles
Length of Bridge	.006 mile
Total Length	3.425 miles
Cost per mile, roadway	$ 23,890

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City	$ 16,717	$ 10,199	$ 6,518
Work Outside City	81,681	49,831	31,850
	$ 98,398	$ 60,030	$ 38,368

Oregon State Highway Department — Federal Aid Project No. 27-A-2

ST. HELENS-WARREN SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 16, 1938

Work within City of Houlton (Sta. 600+00 to 629+13)

All Required		Clearing and Grubbing		$ 50.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
900	cu. yds.	Common Excavation	.25	225.00
900	cu. yds.	Solid Rock Excavation	.80	720.00
300	yd. sta.	Overhaul	.02	6.00
200	yd. mi.	Truck Haul	.12	24.00
0.53	mile	Finishing Roadbed and Slopes	300.00	159.00
30	lin. ft.	12" Corr. Iron Pipe	1.50	45.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
70	lin. ft.	36" Concrete Pipe	5.00	350.00
30	lin. ft.	Salvaging Culvert Pipe	.80	24.00
1	only	Concrete Catch Inlets	25.00	25.00
~~20~~	~~only~~	~~Mail Box Posts~~	~~2.50~~	~~50.00~~
2,000	cu. yds.	3" – 1½" Material in Base and Surfacing	1.50	3,000.00
600	cu. yds.	1½" – 0" Material in Shoulders and Surfacing	1.50	900.00
1,400	cu. yds.	¾" – 0" Material in Base, Shoulders and Surfacing	1.50	2,100.00
50	cu. yds.	¼" – 0" Screenings in Footpaths	1.50	75.00
200	cu. yds.	Filler	.40	80.00
400	yd. mi.	Hauling Filler	.15	60.00
100	M-gal.	Sprinkling	1.50	150.00
600	tons	Class "A" Asphaltic Concrete	4.50	2,700.00
500	tons	Class "B" Asphaltic Concrete	4.50	2,250.00
450	tons	Cutback Asphalt Wearing Surface	4.50	2,025.00
		Subtotal		~~$ 15,248~~ 15,198
		10% Engr. & Cont.		~~1,524~~ 1519
		Total		~~$ 16,772~~ 16,717

Length of Roadway	0.540 mile
Length of Bridge	0.011 mile
Total Length	0.551 mile
Cost per mile, roadway	~~$ 37,274~~ 30,957

Work Outside of City (Sta. 629+13 to 810+00)

All Required		Clearing and Grubbing		$ 450.00
470	cu. yds.	Trench Excavation	$ 1.00	470.00
17,100	cu. yds.	Common Excavation	.25	4,275.00
100	cu. yds.	Solid Rock Excavation	.80	80.00
14,700	yd. sta.	Overhaul	.02	294.00
6,800	yd. mi.	Truck Haul	.12	816.00
3.42	miles	Finishing Roadbed and Slopes	300.00	1,026.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
900	sq. yds.	Removal of Old Pavement	.30	270.00
410	lin. ft.	12" Corr. Iron Pipe	1.50	615.00
640	lin. ft.	18" Concrete Pipe	2.50	1,600.00
300	lin. ft.	Salvaging Culvert Pipe	.80	240.00
1	only	Concrete Catch Inlet	25.00	25.00
44	cu. yds.	Class "D" Concrete	25.00	1,100.00
7,000	lbs.	Metal Reinforcement	.05	350.00
300	lin. ft.	Cable Guard Fence	1.25	375.00
~~40~~	~~only~~	~~Mail Box Posts~~	~~2.50~~	~~100.00~~
4,200	cu. yds.	3" - 1½" Material in Base and Surfacing	1.50	6,300.00
6,000	cu. yds.	1½" - 0" Material in Shoulders and Surfacing	1.50	9,000.00
6,000	cu. yds.	¾" - 0" Material in Base, Shoulders and Surfacing	1.50	9,000.00
50	cu. yds.	¼" - 0" Screenings in Footpaths	1.50	75.00
800	cu. yds.	Filler	.40	320.00
1,600	yd. mi.	Hauling Filler	.15	240.00
400	M-Gal.	Sprinkling	1.50	600.00
2,900	tons	Class "A" Asphaltic Concrete	4.50	13,050.00
3,000	tons	Class "B" Asphaltic Concrete	4.50	13,500.00
2,250	tons	Cutback Asphalt Wearing Surface	4.50	10,125.00
		Subtotal		$ ~~74,356~~ 74256
		10% Engr. & Cont.		7,435 7425
		Total		$ ~~81,791~~ 81681

Length of Roadway	3.419 miles
Length of Bridge	.006 mile
Total Length	3.425 miles
Cost per mile, Roadway	$ ~~23,380~~ 23,890.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City	$ ~~16,772~~ 16717	$ ~~10,232~~ 10,199.	$ ~~6,540~~ 6518.
Work Outside City	~~81,791~~ 81,681.	~~49,898~~ 49831	31,993 31850
	$ ~~98,563~~ 98398	$ ~~60,130~~ 60030	$ ~~38,433~~ 38368

RECEIVED
AUG 3 1938
FOR FILING

7A 29-1

August 2, 1938

Hon. J. B. Wilkerson
County Judge
St. Helens, Oregon

Dear Judge Wilkerson:

Referring to your communication of August 1, advise that Lund Bros. called me up and I asked Mr. Collier, our Division Engineer, to go down the next day and see them. The grade on the highway cannot be changed, and I believe that Lund Bros. have exaggerated the situation.

Very truly yours,

State Highway Engineer

RHB:HI

J. T. GRAHAM, COMMISSIONER
MARSHLAND

WM. PRINGLE, SR., COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT

J. B. WILKERSON, COUNTY JUDGE

ST. HELENS, OREGON

August 1, 1938

RECEIVED
AUG 2 - 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,

State Highway Engineer,

Salem, Oregon

My dear Mr. Baldock:

I have been asked by Lund Bros., merchants at Warren. and some others to write to you about the grade being constructed by the contractor, near Warren. The men who have complained say that the grade is too low.

Of course, this is no affair of mine, but am writing to comply with the request of Lund Bros.

No reply is expected.

Sincerely yours,

J. B. Wilkerson

County Judge

RECEIVED
JUL 29 1938
FOR FILING

10 27 A

July 28, 1938

Newport Constr. Co. and K rn & Kibbe
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2073 awarded to you on June 2, 1938, for grading and paving the St. Helens-Warren Section of the Columbia River Highway, in Columbia County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

FORM 2-S-1 1M 4-38

RECEIVED
JUL 28 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

F 1 21-L

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

July 27, 1938

RECEIVED
JUL 28 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In compliance with your telephoned request, I called on Mr. Lund at Warren, who had phoned you concerning an approach grade. At. Station 772 a county road crosses the new highway and the railroad tracks to Mr. Lund's store on the east side of the track. We are cutting down this road so that the approach to the railroad tracks will be on a 7% grade. The approach road on the east side of the tracks is now 5% or more and I showed Mr. Lund the grade for the edge of our finished pavement and told him we would replace the oiled surface which exists on this county road. He wanted us to raise the grade a foot or more at this location, but this would involve additional quantities and the grade throughout this one-half mile section is practically finished, so that it is not possible at this time to raise the grade.

Mr. Lund also asked about the replacing of a road to the unloading spur and I told him we would fix up an approach road so that he could unload seed and other residents of the neighborhood could load potatoes. He asked what the Department planned to do with the old pavement and the strip of land between the old and the new pavement. I told him we did not plan to remove the old pavement, nor to sell the strip of land. Mrs. Lund suggested that the strip be improved by planting shrubbery etc. She thought perhaps she could have some of this work done by a 4-H Club this fall. I told her we would discuss this later with her after the job is finished.

I left these people in a reasonably pleasant frame of mind and believe you will have no further complaint from them.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

NOTED
H. H. Engineer

EAC:DP
CC H. G. Smith
H. C. Broadwell

FORM S-8-1, 1M., 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. H. Finkbiner

Dear Sir:

Yesterday Mr. Broadwell sent you samples No. 14,472, 14,473, and 14,473 of crushed rock being stockpiled by the Newport Construction Co. and Kern & Kibbe, at St. Helens.

The contractor plans to use this material in the asphaltic concrete and, in order to tell how much of each of these three sizes to stockpile, would like very much to have approximate mix set. It is probable some sand may have to be added. The contractor plans to use a four bin hot plant plus a hinder collector dust. For the cutback asphalt wearing surface he will use material from the bins for 1/2"-1/8" mesh, 1/8"-0 mesh and collector dust. For the leveling course he will use in addition to these three bins material from the 3/4"-1/2" bin and for the base course he will use in addition material from 1 1/4"-3/4" bin.

Please advise if this arrangement appears satisfactory to you and after screening these samples, set a mix so that the contractor can estimate how much of each size he should put out and the approximate amount and grading of additional sand, if any is required.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. C. Broadwell
H. G. Smith

FORM 5-8-1-1M:4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 27 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 25 1938
STATE HIGHWAY COMMISSION

27-1

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
June 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

The McNulty Creek Bridge on the St. Helens--Marrs Section has a level deck and is on a 1° curve, which would normally require an 8 ft. super. The curb face is about .6 ft. The deck is 19 ft. 4 inches between curbs and the bridge is 30 ft. long.

We would like very much to build this super into the pavement. We expect this bridge will be widened. How much super can we build on the deck with asphalt pavement at this time?

Would it be possible to raise the curb so that we could get at least a fair part of this super on the bridge deck?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock

RECEIVED
JUN 22 1938
FOR FILING

97-C

June 21, 1938

NEWPORT CONSTRUCTION COMPANY and
KERN & KIBBE
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are returning to you by express the four copies of the contract which was awarded to you on June 2 for the construction of the St. Helens-Warren Section of the Columbia River Highway, in Columbia County.

It is noted that both the agreement and bond have been signed by Mr. H. R. Newport, for the Newport Construction Company, and by Mr. A. D. Kern, for Kern & Kibbe. You are advised that it will be necessary to have both the agreement and bond signed by the secretaries of the Newport Construction Company and Kern & Kibbe; or, if more convenient, we will accept a certified copy of your by-laws authorizing Mr. H. R. Newport and Mr. A. D. Kern to sign alone for the respective corporations.

When this matter has been attended to, kindly return all four copies to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 17 1938
FOR FILING

FA 37-A

June 17, 1938

Mr. E. A. Collier
Highway Division Engineer
Room 605, Weatherly Building
Grand Ave. & E. Morrison Street
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 23rd, addressed to H. G. Smith, relative to the type of mail box post specified for the St. Helens-Warren Project.

The design specified for that project is one which has been used extensively in the Willamette Valley and is considered standard for contract work, although we have sometimes used square posts instead of round. We favor round posts, however, for the same reasons that they are generally favored for use in guard railings and sight posts.

This design is, in our opinion, a better design structurally than the one you have been using, for the reason that is is not dependent for its strength on "toe-nailing" and nailing into the end of the post, neither of which is good. Also, we think that the design is of better appearance.

As far as the rotting of the top of the posts is concerned, we do not feel that to be a consideration for the reason that the post will be rotted off at the ground line before it has rotted materially at the top.

Your suggestion that cedar posts be used to the exclusion of fir is good. We were led to specify fir or cedar by the fact that fir is being extensively used in guard railings and sight posts.

If your observation after you have seen the posts in place leaves you with the impression that the specified design is unsatisfactory in any respect, we will be glad to consider changes for future installations.

Thanks for letting us have your opinion.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith

FORM S-A-1 4M8 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 18 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

21-C

June 16, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 263-B, FAS 279-A, FAS 8-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 23-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Copy for Mr. Nash ✓

RECEIVED
JUN 11 1938
FOR FILING

21-1

June 10, 1938

NEWPORT CONSTRUCTION COMPANY AND KERN & KIBBE
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2073 which was awarded to you by the State Highway Commission on June 2n 1938, covering the grading and paving of the St. Helens-Warren Section of the Columbia River Highway, in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

Secretary

MBL

RECEIVED
JUN 11 1938
FOR FILING

21-1.1

June 10, 1938

NEWPORT CONSTRUCTION COMPANY AND KERN & KIBBE
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2073 which was awarded to you by the State Highway Commission on June 2m 1938, covering the grading and paving of the St. Helens-Warren Section of the Columbia River Highway, in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

Secretary

MBL

RECEIVED
AUG 19 1938
FOR FILING
FA-27-A

June 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 6, 1938, we are sending, under separate cover, five blueprint copies of plan sheet number 2 for the St. Helens-Warren Section, Project No. FA 27-A, the typical cross-sections for the project indicated on the sheet having been revised to show 3:1 slopes on low fills and limitation of depth for the side borrow section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

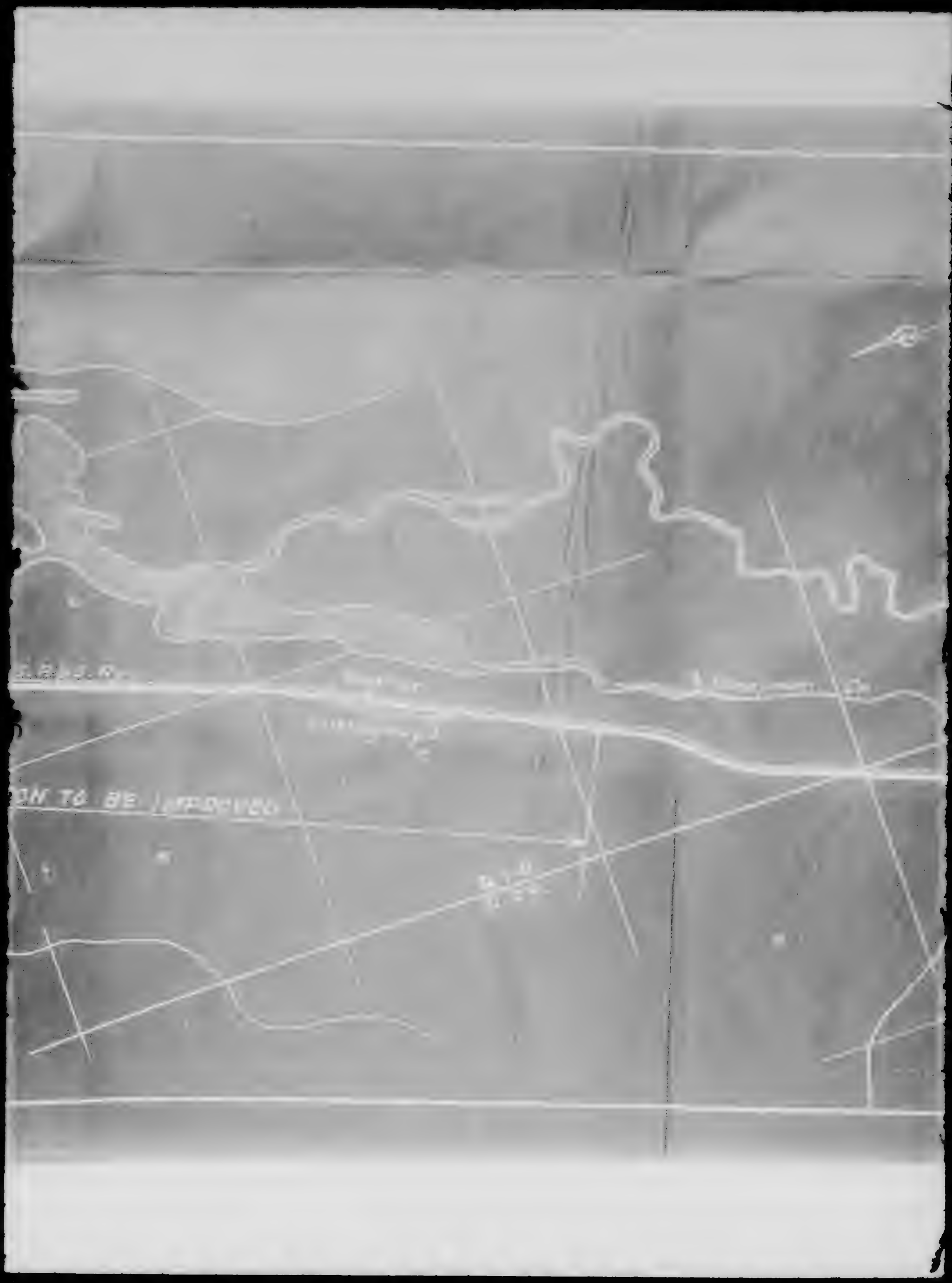
By

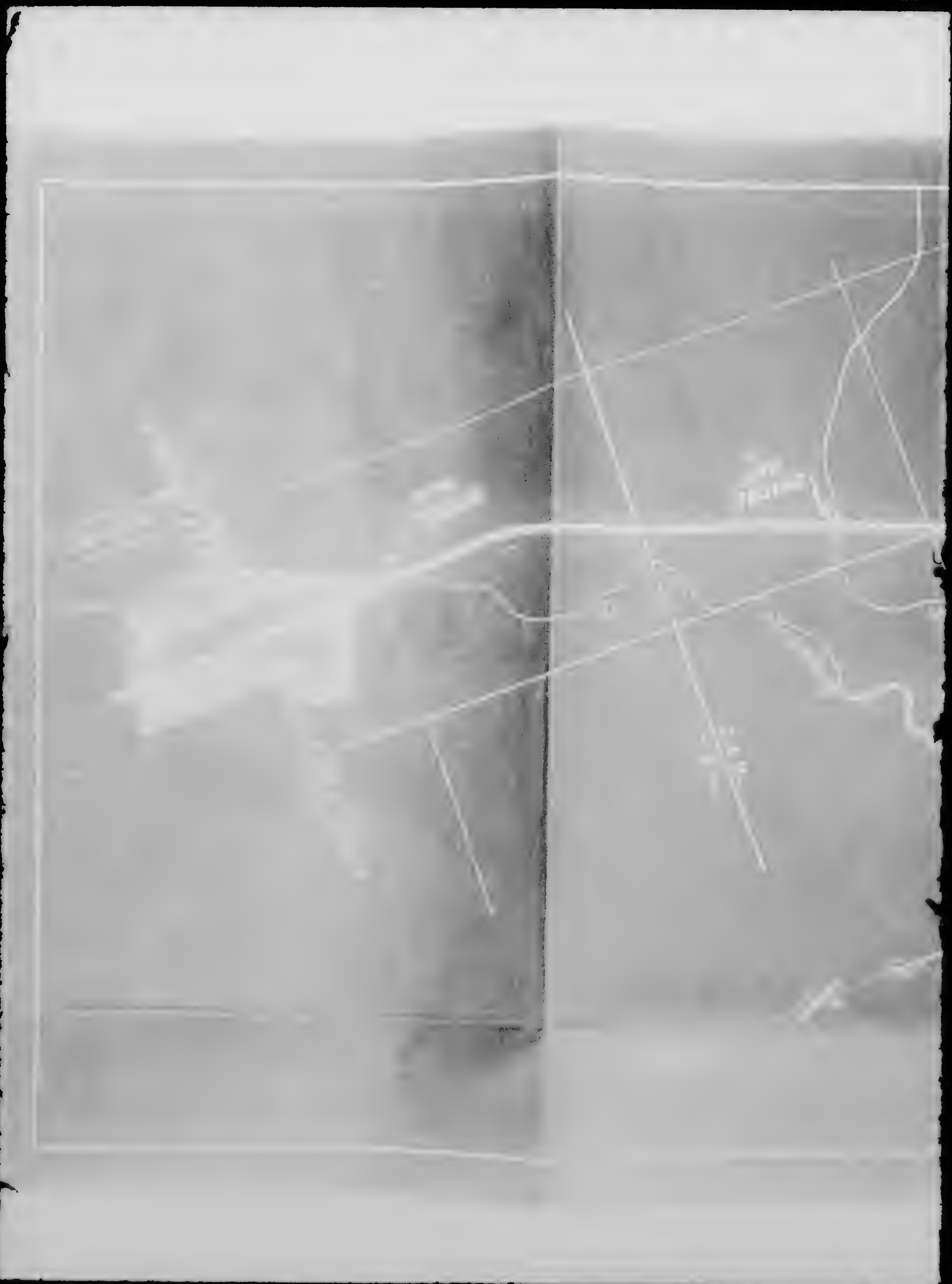
S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

ST. HEL

HELENS
S. P. & S. Ry.
NEXT SECTION TO BE IMPR





RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
JUN 7 - 1938

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7a21-A

June 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to Oregon F.A.P. 27-A (2), the St.Helens-Warren section of the Columbia River Highway, the typical section sheet did not show the flattening of fill slopes and limiting depth of side borrow, to conform to the memorandum dated June 8, 1934. Please make the necessary revisions and furnish five copies of the corrected sheets.

Your attention is called to the discrepancy in the quantity of Class A asphaltic concrete shown in the proposal as 3,600 Tons and on the plans and estimate as 3,500 tons. Please advise the correct amount. Presumably you will desire to use the larger amount since the award of contract has been made. The proper correction should be made in the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 6 1938
FOR FILING

27-C

June 6, 1938

Newport Constr. Co. & Kern and Kibbe
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on June 2, 1938, awarded you the contract for 3.95 miles grading and asphaltic concrete paving on the St. Helens-Warren Section of the Columbia River Highway, in Columbia County. This award was based on your low bid of $87,614.70 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 27-A, St. Helens-Warren section of the Columbia River Highway, to Newport Constr. Co. and Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 6-9-1. JM .4-38.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Heatherly Bldg.

FOR
FA27-A

RECEIVED
1938
COMMISSION

May 2[illegible], 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In the St. Helens-Yarrow Special Provisions on Page 27 under "Shoulders", it should read, "...shoulder along the west side, Station 600 to 651, " instead of along the east side.

The east side of our new pavement across this stretch will feather down into the existing pavement so that no rock shoulder will be necessary along the east side of this stretch.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EP
CC R. H. Baldock
S. H. Probert

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 24 1938
HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

May 23, 1938

MAY 24 1938
FOR FILING
FA 27-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Plans for the St. Helens-Warren Section were sent to A. B. Dean. The projects for which bids are to be opened June 2nd and 3rd are to be handled by the following engineers:

(1)	St. Helens-Warren Section	H. C. Broadwell 1436 S. W. Montgomery Portland, Oregon
(2)	Washington Co. Line-Skyline Blvd.	H. C. Broadwell 1436 S. W. Montgomery Portland, Oregon
(3)	Hillsboro-Airport Road Section	H. C. Broadwell 1436 S. W. Montgomery Portland, Oregon
(4)	Carver-Redland Store Section	F. T. Young Oregon City, Oregon
(5)	Lombard St.-Killingsworth St. Section	A. B. Dean 425 S. E. 81st Portland, Oregon
(6)	Airport Road Overcrossing Structure	J. T. Skelton 235 N. E. Union Portland, Oregon
(7)	33rd Avenue Overcrossing Structure	J. T. Skelton 235 N. E. Union Portland, Oregon

CC R. H. Baldock
S. H. Probert
H. B. Glaisyer

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

EAC:DP

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
[illegible] 1938
[illegible] COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FA 21-A

609 Weatherly Bldg.
May 23, 1938

NOTED
C. H. McCULLOUGH

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I note the design for mailbox posts has been changed on the St. Helens-Warren unit. The mailbox design sent in is similar to several hundred which I have placed during the past four years on the Pacific Highway from Grants Pass to the state line on the Redwood Highway, on the Pacific Highway in the vicinity of Roseburg, on the Rex-Newberg Section and on the Hillsboro-Forest Grove Section.

This design has been found satisfactory and I prefer it to the design shown on the Federal Aid plan for the St. Helens-Warren unit. The design we have been placing calls for a 6" x 6" cedar post with a 3" x 8" board nailed across the top and two braces. Comparing this design with the one on the Federal Aid plans the following advantages appear to me:

(1) Cedar posts will last much longer than fir posts.

(2) The board nailed across the top of the 6" x 6" post protects the top of the post from decay.

(3) It is easier to attach the mailboxes to a flat board than to two cross-pieces nailed to the sides of the post.

(4) In my opinion the design is more pleasing and fully as easy to construct.

It would appear to me that the Federal Aid plans would permit installation of round second-growth fir, which has such a short life that it practically never is used any more, for fence posts.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC - H. Baldock
S. H. Probert

FORM-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 6 1938
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

505 Beatherly Bldg.
May 5, 1938

FA 27-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: H. G. Smith

Dear Sir:

In accordance with our phone conversation it appears advisable on the Houlton-Warren Section to revise the typical cross-sections for shoulders, making the rock base extend under the shoulders to side slopes, thereby eliminating trench subgrade. This applies on only two sections of this job.

Herewith a sheet showing computations for additional rock required. Please add 2700 cu. yds. to your 3" rock quantity and 900 cu. yds. of 3/4" rock to the quantity for that size and add 1000 cu. yds. common excavation to the allowance for common excavation, making the total 18,000 cu. yds.

This is better construction than attempting to construct shoulder trenches. The grades are very flat.

You will also find herewith revised Engineer's Estimate, including these quantities and using unit prices cut to what in my opinion will be at lowest bid received. The total, including the 10%, is $104,600. The right of way for this section will cost $8,000 to $10,000, so that it appears certain we will spend more than $100,000 on this section, in accordance with Mr. Cabell's directions.

Part of this information was phoned to V. G. O'Neil in your absence last Monday, May 2nd.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
V. G. O'Neil
Encl.

FORM

ENGINEER'S REVISED ESTIMATE

Houlton-Smyrna Section, Grading & Paving
Sta. 600 to Sta. 810+3.98 Miles--22 Foot Grade
Asphaltic Concrete Pavement--20 Feet Wide
May 5, 1938

* * * * * * * *

Clearing and Grubbing				$ 500.00
Common Excavation	18,000	cu. yds.	$ .30	5,400.00
Solid Rock Excavation	1,000	cu. yds.	$ 1.25	1,250.00
Trench Excavation	600	cu. yds.	$ 1.00	600.00
Overhaul	14,000	yd.Stas.	$ .01	140.00
Truckhaul	7,000	yd. mi.	$ .12	840.00
Finishing Roadbed and Slopes	3.98	miles	250.00	995.00
Rounding Cutbanks	600	lin.ft.	$ .10	60.00
Removal of Old Pavement	900	sq. yds.	$ .30	270.00
12-inch Culvert Pipe	440	lin.ft.	$ 1.10	484.00
18-inch Concrete Culvert Pipe	700	lin.ft.	$ 2.25	1,575.00
36-inch Concrete Culvert Pipe	66	lin.ft.	$ 6.50	429.00
Concrete Catch Basin	3	each	$ 25.00	75.00
Class "A" Concrete	42	tons	$ 20.00	840.00
Steel Reinforcement	7,800	lbs.	$ .05	390.00
Crushed Rock 3"-1 1/2"	5,900	cu.yds.	$ 1.60	9,440.00
Crushed Rock 1 1/2"-0	7,100	cu. yds.	$ 1.60	11,360.00
Crushed Rock 3/4"-0	5,800	cu. yds.	$ 1.60	9,280.00
Filler	1,000	cu. yds.	$ .40	400.00
Filler Haull	2,000	yd.mi.	$ .15	300.00
Class "A" Asphaltic Concrete	4,200	tons	$ 4.50	18,900.00
Class "B" Asphaltic Concrete	3,400	tons	$ 4.50	15,300.00
Cutback Surface	3,200	tons	$ 4.50	14,400.00
Mail Box Posts	60	each	$ 2.50	150.00
Guard Rail	300	lin.ft.	$ 1.25	375.00
Sprinkling	500	gal.	$ 2.00	1,000.00
Salvage Culvert	200	lin.ft.	$ 1.00	200.00
				$95,043.00
Plus 10% or Engineering and Contingencies				9,557.00
			Total	$104,600.00

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FA 27-A

April 30, 1938
May 3rd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. A. E. Bean
Resident Engineer
State Highway Dept.
425 S. E. 81st Ave.
Portland, Oregon

Dear Sir:

Mr. O'Neill advises that about a week ago he gave you a list of questions on the St. Helens-Warren Section.

Will you please answer these questions immediately, as the specifications cannot be written until they are received. Also, submit typical sections as requested by Mr. O'Neill.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock
E. A. Collier

FORM S-A-1 1001 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 30, 1938

IN REPLY PLEASE REFER TO FILE NO.

FA 27-A

Mr. E. A. Collier,
Division Engineer,
605 Weatherly Bldg.,
Portland, Ore.

NOTED

Dear Sir:

Please recheck estimates very carefully for the St. Helens-Warren Section in line with the prices received in yesterday's letting.

Mr. Cabell is very anxious that we do sufficient work to use up the entire $100,000 and he is very anxious that we estimate the prices low enough so that there will be nothing left over. He has promised the people in that vicinity that the entire $100,000 will be spent and suggests that we take particular pains in estimating the contractors' bid prices.

Please give this your consideration and advise by telephone Monday if possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

April 20, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Due to changes which have been made by completion of improvements since the original sketch map was submitted on Oregon Federal Aid Project No. 27, the Scappoose-Deer Island Section of the Columbia River Highway, it is believed desirable that a revised sketch map be furnished when P.S.& E. are submitted for additional construction on the project.

Very truly yours,

W. H. LYNCH,
District Engineer

FORM S-9x 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
April 7, 1938

FA 27-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent letter I made a careful recheck of culverts planned for the Moulton-Warren job and have made a number of changes which are shown on the blueprint returned herewith.

It was not necessary to put any 18-inch culverts under driveways, but it appeared advisable to replace a number of existing 12-inch pipes across the highway with new 18-inch pipes. Some of these existing pipes are barely adequate when open and have caused trouble in the past. I have also planned to install a new 36-inch culvert instead of extending the twin 24-inch culverts at Station 621. The channel change suggested by Mr. Dean would be partly in solid rock and there would be a sharp angle at the entrance to the pipes and the existing pipes show material deterioration. The aggregate is exposed in the bottom of these pipes and some of the reinforced steel on the end has been exposed by decomposition of the concrete.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MP
CC R. H. Baldock

FORM S-8-a, 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, KLAMATH FALLS
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg..

RECEIVED
APR 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

FA 37-A

April 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Your letter of March 30th received concerning plans for the Houlton-Warren Section. Herewith revised typical cross-sections showing thickness of "B" mix of 3/4" min. and with "B" mix full width on all sections. Please change "A" mix on the Estimate to 4200 tons and "B" mix to 3400 tons. In this connection I am quite sure that it would be better practice to place the 5" new black pavement at Warren in two lifts, as shown on the revised typical cross-section, i.e., 3 1/2" of "A" mix and 1 1/2" of "B" mix.

The total tons of "A", "B" and cutback per mile on the Houlton job is 2700, compared with 3030 on Forest Grove-Hillsboro last year, but a considerable tonnage of "A" mix was used on the latter job, bringing up shoulders to more than the specified thickness. On the Rex Hill-Newberg section resurfaced with asphaltic concrete last year, our total tons on a per mile basis was only a little over 2000 and Mr. Broadwell secured closer compliance with typical cross-section dimensions than did Mr. Mars.

With respect to shoulder rock, I checked this quite carefully and compared it with quantities used at Forest Grove and elsewhere last year and believe I have adequate quantity. You will find attached hereto some figures in supoort of the quantities for rock and asphaltic concrete and cutback. Mr. Dean computed the total quantity of paving material at 9420 tons and increasing the minimum thickness of "B" mix to 3/4" will increase this 400 tons, making his figures from actual cross-sections 9820 tons. I have figured as a rough check against this directly from typical sections only 9910 tons net.

I am confident a good job can be obtained with the quantities as revised and believe your suggested change in typical cross-section will result in a smoother job. With reference to size of culverts, I will make a thorough check in the field on Monday and report.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H.H. Baldock
Encl.

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FA 21-A

March 30th, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

I am sending you a blue print of the Houlton-Warren Section profile, with the suggestion that you refigure the Class A and Class B asphaltic concrete, as I do not believe the cross sections suggested are practical.

From the typical section Station 651 to 757 you show a Class B mix extending over the crown of the pavement only with Class A mix on the outside of the pavement. There is no way of laying a section like this with a finishing machine except by having two plants which can produce Class A and Class B mixes simultaneously. The Class B mix should extend entirely across the pavement as has been done on all jobs which I know of, including the Forest Grove-Hillsboro Section from which you have copies most of the specifications. It is my understanding on the Forest Grove-Hillsboro Section that in many places you used no Class B mix but placed the cutback wearing surface directly on the A mix.

I believe this to be a mistake where thin sections are being used, as a much more uniform job with equal strength can be secured by using Class B mix. On entirely new sections of considerable thickness such as from 757 to 783, it is customary to richen up the mix so that a true surface can be obtained.

On many of our jobs we have greatly overrun the B mix on account of our inability to lay the A mix set forth in the specifications, and perhaps some of the roughness on the Forest Grove-Hillsboro Section might be attributed to the use of so much A mix instead of B mix.

I also wish to inquire whether you have made sufficient allowance for shoulder rock to conform to that actually used on the Forest Grove-Hillsboro Section. On all the jobs last year where traffic was carried on the shoulders we greatly overran our allowance for shoulder rock, and I wish the jobs this year to have an adequate amount specified in the beginning.

Also, the minimum thickness of the Class B concrete should be raised from ½ to 3/4 inch.

E. B. MEHRTENS COMMISSION

To: E. A. Collier
Subject: Houlton-Warren Section

3/30/38
Page 2

I note a number of new 12-inch pipes under driveway approaches. I am advised by Mr. Bishop that pipes of this size have caused endless trouble this winter throughout the entire length of the Pacific Coast, and it is suggested that we give more study to the use of larger pipes in road approaches. A number of these pipes are new, and you should investigate the possibility of using at least 18-inch pipes on new installations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Form No. 1-IW 11-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Office of E. A. COLLIER, Division Engineer
PORTLAND, OREGON
605 Weatherly Bldg.

March 23, 1938

FA 27-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOT FILED

Attention: H. G. Smith

Dear Sir:

Under separate cover I am sending you today the following data for the Moulton-Warren Section:

(1) White print map
(2) Profile on tracing
(3) Vicinity map of culvert at Warren
(4) Special Provisions

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

APPROVED
H. B. VAN DUZER, DEPUTY
E. B. MacNAUGHTON
HENRY E. CABELL, CHAIRMAN
COMMISSIONERS

SPECIAL PROVISIONS

Houlton-Barren Section, Grading and Paving

TIME AND PLACE OF RECEIVING BIDS

June 2, 1938

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on the Holton-Barren Section of the Lower Columbia River Highway in Columbia County:

1. Widening of 3.98 miles of highway roadbed.
2. Widening and resurfacing of 3.98 miles of existing bituminous pavement.
3. Construction of 47,000 sq. yds. of rock shoulders.
4. Performance of such additional and incidental work as is called for by the specifications and plans.

The northwest end of the project is at Station 600, which station is approximately 400 ft. southeast of the Holton Depot. The southeast end of the project is at Station 510, which station is about 4,000 ft. southeast of Barren.

The length of the project is 3.98 miles.

CLASS OF PROJECT

This project is a regular Federal Aid Project.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than August 31, 1938.

CLEARING AND GRUBBING

Specifications:

Same as Forest Grove-Hillsboro.

Area to Be Cleared and Grubbed:

Same as Forest Grove-Hillsboro.

Special Items of Work Included:

As a part of the work to be done for the lump sum price bid for clearing and grubbing, the contractor shall perform the following items of work not specifically provided for in the standard specifications.

1. Remove and place in the fill the concrete foundation walls for the old building at Station 763.

2. Remove and place in the fill any concrete part of the foundations or gas island which may be left on the right of way from the service stations at Station 613 and Station 758.

EARTHWORK

Standard Specifications to Apply:

Same as Forest Grove-Hillsboro.

Classification:

All pay excavation, except that which in accordance with the provisions which follow is to be classed and paid for as trench excavation, will be classified on the two classification basis described in the standard specifications and will be paid for at the prices bid for common excavation and solid rock excavation.

The following classes of excavation, regardless of their nature, classification, condition, or manner of excavation will be classified as trench excavation and will paid for at the prices bid for that item:

1. Excavation for culverts, including culvert at Warren Creek.

2. Excavation for pipe drains, tile drains, sewers, and water pipes.

3. Excavation for inlet and outlet ditches for culverts and drains, the length of which ditches do not exceed 50 ft.

4. Excavation for open drain ditches (including inlet and outlet ditches of lengths exceeding fifty (50) feet), when the excavation for the ditch does not exceed an average of one-half (1/2) cubic yard per linear foot of ditch.

Excavation for cut ditches, borrow ditches, and other ditches or trenches, which are a part of roadbed grading section, will not be classed as trench excavation.

Approach Roads, Road Connections, Channel Changes, and Drainage Ditches:

The construction of such approach roads and connections with existing roads and of the channel changes shown on the plans and of such drainage ditches as are called for by the plans or ordered by the engineer, either within or outside the limits of the right of way, shall be done by the contractor as a part of the contract work. Payment for this work will be made at the same unit price as applies to the construction of the main roadbed.

Rock Excavation, Removing and Rehandling of Excavated Materials Not Considered Rock Excavation:

Same as Forest Grove-Hillsboro.

Compaction of Embankments:

Embankments shall be built up in horizontal layers having uniform thicknesses not greater than 8 inches, loose measurement, and each layer shall be separately and thoroughly compacted by means of 10-ton power rollers, by means of caterpillar bulldozers, by means of heavy tamping rollers, or by means of some other thoroughly effective compacting equipment approved by the engineer.

The use of tractor and pneumatic-tired carry-alls is approved as compacting equipment, provided that the material is spread in 4-inch layers and the equipment is routed uniformly over the full width of the embankment.

The compacting operations on each layer shall continue until no further compaction can be obtained and the placing of the next layer of embankment material shall under no circumstances be commenced until that condition is fulfilled.

The contractor's attention is directed to the necessity for hand tamping to secure thorough compaction of the fill alongside the new 4 ft. x 4 ft. box culvert at Warren Creek.

Rounding of Cut-Banks:

Same as Rex Hill-Newberg.

Finishing Work to Be Paid for on Per Mile Basis:

Same as Forest Grove-Hillsboro.

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for earthwork in this contract shall be as specified in the standard specifications. The pay items for earthwork shall be as follows:

1. Common excavation
2. Solid rock excavation.
3. Trench excavation
4. Overhaul
5. Truck haul
6. Finishing roadbed and slopes
7. Rounding cut-banks

REMOVAL OF OLD PAVEMENT

Work to Be Done:

Under this specification the contractor shall take up such areas of existing pavement as the engineer may designate and shall dispose of materials by placing them in the fill at Station 762.

Measurement and Payment:

Payment for the removal of the old pavement in the manner specified will be made at the price bid per square yard for the removal of old pavement, which price shall be understood to include and cover the cost of hauling the old pavement materials to the places of deposit.

CULVERT PIPE

Specifications:

Same as Forest Grove-Hillsboro plus corrugated pipe [illegible] are to be [illegible] against [illegible].

Size of Pipe:

Same as Forest Grove-Hillsboro " " " " " " [illegible]

Width of Trench:

Same as Forest Grove-Hillsboro

Bedding:

Same as Forest Grove-Hillsboro

Backfill:

Same as Forest Grove-Hillsboro

Removing and Reinstalling Culverts:

Where existing 12-inch culverts are to be removed and reinstalled by the contractor, he will be paid at the price bid for 12-inch culvert pipe for for such length of uninjured pipe in first-class condition as may be salvaged from the old locations. In such case, he will be paid trench excavation for the reinstallation, but not trench excavation for the salvaging.

Measurement and Payment:

Same as Forest Grove-Hillsboro.

CONCRETE CATCH INLETS

Same as Forest Grove-Hillsboro

CABLE GUARD FENCE

Same as Forest Grove-Hillsboro.

PREPARATION OF SUBGRADE

As a part of the preparation of subgrade work, the top of the roadbed shall be shaped and finished to the cross-sections indicated in the typical pavement cross-section plans, the particular cross-section plan to apply at a given location depending on the position of the new pavement with respect to the existing pavement.

The areas to be occupied by rock base and rock shoulders shall, after having been shaped and finished to proper cross-section be thoroughly compacted by continued sprinkling and rolled, new subgrade materials being added as may be required to bring the subgrade to the established elevations.

Where asphaltic concrete mixture is to be placed directly on the existing pavement, the areas of pavement and shoulders affected shall be made clean and free of dust, dirt, mud, and other objectionable material. Then immediately before the asphaltic concrete materials are spread upon the old pavement the surface shall be lightly sprayed with hot asphalt. The edges of the old pavement shall also be lightly sprayed with hot asphalt whenever any of the asphaltic concrete courses are to be constructed against them.

Where weak spots are encountered in the existing pavement or shoulders the affected areas shall be excavated to such depth as the engineer may order and the excavation shall be back-filled with a suitable grade of asphaltic concrete mixture, or with rock, as the engineer may order, which mixture shall be thoroughly compacted by hand-tamping as it is placed. In all cases the subgrade shall be prepared only a short distance in advance of the actual placing of materials upon it and under no circumstances shall any materials be placed upon subgrade that is not thoroughly compacted, of proper grade and cross-section and free from ruts, irregularities, and difficulties of all kinds.

Payment for preparation of subgrade shall be understood to be included in and covered by the payments to be made for the rock base, rock shoulders, the asphaltic concrete or some other of the listed bid items and no pay or additional payment will be made for the same, providing, however, that such quantities of asphaltic concrete and rock as may be used in backfilling, as above specified, will be paid for at the regular bid prices for those classes of materials. All excavation made within the specified neat cross-sections will be paid for at the price bid for the respective classifications.

ROCK BASE

General:

Same as Forest Grove-Hillsboro

Thickness and Number of Courses:

In general the rock base shall have a compacted thickness of seven (7) inches and shall be compacted in two courses. The lower course shall have a thickness of four (4) inches and the top course shall have a thickness of three (3) inches. The thickness and number of courses shall be subject, however, to such variations as may be ordered by the engineer to take care of varying conditions encountered.

Materials:

The lower course of the base shall be constructed of crushed gravel or crushed rock of two sizes, i.e., coarse materials and key materials. The coarse materials shall be uniformly graded from three (3) inches to one and a half (1 1/2) inches. Key materials shall be uniformly graded from three-quarter (3/4) inches to zero (0) inches. The top course of the base shall be constructed of crushed gravel or crushed rock of two sizes. The coarse materials shall be one and a half (1 1/2) inches to three-quarter (3/4) inches and the key materials three-quarter (3/4) inches tozero (0) inches. All of the materials shall be uniformly graded between the limits specified above.

When subjected to the standard abrasion test the crushed gravel or rock

shall show an abrasive loss not exceeding 5%. If the material is manufactured from gravel, the material to be crushed shall all be retained on a three (3) inch circular screen before entering the crusher.

Outline of Construction Procedure:

Similar to Rex Hill-Newberg with the addition of filler as required and omit the clause "where two courses of base are required".

Measurement and Payment:

Payment for the construction of rock base will be made at the price bid per cubic yard for 3"-1 1/2", 1 1/2"-3/4", and 3/4"-0" rock in rock base, the quantity to be paid for in each case to be the number of cubic yards of the crushed gravel or crushed rock of the respective size furnished and used in the construction of the rock base.

Pay quantities will be determined by measurement of the crushed gravel or rock in the truck in which it is hauled, the place of measurement to be place at which the rock is deposited on the road.

Payment on the basis above indicated shall be understood to include payment for the preparation of the subgrade, the finishing, loading, hauling, placing, blading, rolling, and sprinkling of the materials and the performance of all other work involved in the construction of the rock base as specified.

ASPHALTIC CONCRETE PAVEMENT

Work to Be Done:

Under this specification the contractor shall construct an asphaltic concrete pavement throughout the entire length of the project and on such connections with existing roads and streets as may be designated by the engineer. The asphaltic concrete pavement shall be constructed to the cross-sections indicated by the typical cross-section plans.

Standard Specification to Apply:

Same as Forest Grove-Hillsboro

Edges of Pavement to Be Trimmed:
Same as Forest Grove-Hillsboro

High Spots to Be Cut Down:
Same as Forest Grove-Hillsboro

Grade Control Forms:
Same as Forest Grove-Hillsboro

Spreading and Finishing:
Same as Forest Grove-Hillsboro

Rolling In of Loose Gravel on Rock Prohibited:

Same as Forest Grove-Hillsboro

Wearing Surface to Be Cutback Asphalt Mix:

Same as Forest Grove-Hillsboro.

Surface Finish Coat Not Required:

Same as Forest Grove-Hillsboro

Surface Smoothness:

Same as Forest Grove-Hillsboro

Measurement and Payment:

Same as Forest Grove-Hillsboro

CUTBACK ASPHALT WEARING SURFACE

Same as Forest Grove-Hillsboro

ROCK SHOULDERS

Work to Be Done:

Under this specification the contractor shall construct rock shoulders on both sides of the pavement and rock surfacing on such approach roads as the engineer may order.

Cross-section:

The cross-section to which the shoulder is to be constructed are as indicated by the typical cross-section plans. Shoulders shall be constructed in two courses. The thickness of the lower is to be four (4) inches and the thickness of the upper course is to be two (2) inches.

The shoulder shall be omitted along the southeast side from Station 600 to Station 651.

Materials:

The materials for shoulders shall be of the same kind and quality as specified for rock base. The lower course of the shoulders shall be of 1 1/2"-3/4" size and the upper course shall be of the 3/4"-0" size.

Preparation of Subgrade:

Same as Forest Grove-Hillsboro.

Details of Construction:

Same as Forest Grove-Hillsboro.

Measurement and Payment:

For each cubic yard of crushed gravel or rock used in the construction of the lower course of the shoulder, payment will be made at the price bid per cubic yard

for 1 1/2"-3/4" rock in base and shoulders and for each cubic yard used in the construction of the top course of shoulders, payment will be made at the price bid per cubic yard for 3/4"-0" rock in base and shoulders. The quantities to be paid for shall be determined by measurement of the materials in trucks at the points of deposit.

Payment for the shoulder materials on the basis above indicated shall be understood to comprise full and complete payment for the construction of the shoulders including the furnishing, hauling, and placing of the materials, the preparing of the subgrade and the spreading, rolling and sprinkling, but not including the making of excavations for the shoulders, the furnishing and hauling of the filler materials.

For excavating work on the areas on which shoulders are to be constructed payment will be made at the same prices and on the same bases in all respects as apply to roadbed excavation work.

For the furnishing and hauling of the filler materials, payment will be made at the prices bid for "filler" and "Hauling Filler", the basis of measurement and payment to be as stated in the standard specification for filler.

MISCELLANEOUS PROVISIONS

Provision for Traffic:

Same as Forest Grove-Hillsboro

Paving Work to Be Done During Warm Weather:

The placing of the asphaltic concrete and cutback asphalt wearing surface shall be done only during warm weather and if the placing of the cutback surface is, through any cause, not completed by the onset of cool weather during September, the placing of such remaining portions of cutback wearing surface shall not be undertaken until suitable weather conditions prevail, even should this entail holding the paving plant until the next summer.

PRINTED SPECIAL PROVISIONS

Same as Forest Grove-Hillsboro

EMPLOYMENT AGENCY

- - - - - - - - - - - - - - - -

MAIL BOX POSTS

Mail box posts shall be erected by the contractor at such locations as the engineer may stake. In general, the posts will be located 11 feet out from the edge of the pavement. During construction the contractor shall move back existing mail boxes to such temporary locations as may be necessary and on completion of the job shall attach all existing mail boxes to the newly constructed posts. The posts shall be of 6" x 6" cedar, 7 feet long, with a 3" x 8", 2 feet long, placed across the top and with two angle braces of 2" x 6" lumber placed between the post and the top plank.

All lumber shall be S4S and painted with two coats of white paint down to within 5 inches of the ground and shall be painted with black paint from 5 inches above the ground line to 3 inches below the ground line. Forty-penny glavanized nails shall be used to attach the top plank and braces. The posts shall be set 3 feet into the ground.

Where more than two mail boxes are to be placed, two posts as described above, shall be placed with a 3" x 8" top plank of adequate length to accomodate the boxes.

Payment for the mail boxes at the price paid shall include moving of existing mail boxes back to temporary position during construction of road, furnishing, erection and painting of posts, and attaching thereto of mail boxes. Where more than two boxes are to be placed and consequently two posts are set in one mail box stand, the contractor will be paid for two mail box posts.

ENGINEER'S ESTIMATE

Houlton-Warren Section, Grading and Paving
Sta. 600 to Sta. 810--3.98 Miles--42 Ft. Grade
Asphaltic Concrete Pavement 20 Ft. Wide

- - - - - - -

March 23, 1938
by
F. A. Collier

- - - - - -

Clearing and Grubbing	All		$500
Common Excavation	17,000 cu. yd.	@ .35	5,950
Solid Rock Excavation	1,000 cu. yd.	" 1.25	1,250
Trench Excavation	500 cu. yd.	" 1.00	500
Overhaul	14,000 cu. yd.	@ .02	280
Trackhaul	7,00 yd. mi.	@ .15	1,050
Finishing Roadbed and Slopes	3.98 miles	@ 300.00	1,194
Rounding Cutbanks	600 lin.ft.	" .10	60
Removal of Old Pavement	900 sq. yd.	" .30	270
12" Corrugated Iron Pipe	440 lin.ft.	@ 1.50	660
12" Concrete Culvert Pipe	150 lin.ft.	" 1.50	225
18" Concrete Culvert Pipe	250 lin.ft.	@ 2.50	625
24" Concrete Culvert Pipe	50 lin. ft.	@ 3.50	175
Concrete Catch Basin	3 each	@ 25.00	75
Class A Concrete	42 cu. yd.	@ 25.00	1,050
Steel Reinforcement	7,800 lbs.	" .06	468
Crushed Rock 3"-1 1/2"	1,800 cu.yd.	@ 1.70	3,060
Crushed Rock 1 1/2"-3/4"	8,500 cu. yd.	@ 1.75	14,875
Crushed Rock 3/4"-0"	4,900 cu. yd.	@ 2.00	9,800
Filler	1,000 cu. yd.	@ .50	500
Filler Haul	2,000 cu. yd.	@ .15	300
Class A Asphaltic Concrete	5,600 tons	" 4.75	26,600
Class B Asphaltic Concrete	1,300 tons	@ 4.75	6,175
Cutback Asphalt Surface	3,200 tons	@ 4.75	15,200
Mail Box Posts	60 each	@ 2.50	150
Guard Rail	300 lin.ft.	@ 1.25	375
			$91,367
Plus 10% for Engineering and Contingencies			9,133
		Total	$100,500

CONTRACT# [redacted] 2074

FA 157-B(3) Bear Creek-Ashland Sec., 1938
Pacific Hwy.

2074

FA 157-B(3) Bear Creek-Ashland Sec., 1938
Pacific Hwy.

2074

RECEIVED
JAN 12 1940

157-B-3

January 12, 1940

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen: By Secretary.

Dict. by [redacted] by notified that State Highway Contract No. 2074, for the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, consisting of roadside improvement, has been completed by the contractors, M. C. Lininger & Son, and that final settlement will be made by the state with said contractors for work done under said contract on or after January 22, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $5,862.12, including the final payment. Of this amount $42.15 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 SM 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
May 10, 1939

IN REPLY PLEASE REFER TO FILE NO.

17-B-3

NOTED

Mr. W. C. Lininger and Son
Ashland, Oregon

Dear Sir:

Your letter regarding final payment for work performed on the Bear Creek - Ashland Roadside Improvement project has been received.

A final report has been requested from the Resident Engineer regarding the losses of plant materials, and a retention of payment will be made to cover the replacements.

Replacements can not be made until the Fall planting season due to the dry Spring we have experienced this year.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FT
CC TO:

R. H. Baldock
H. G. Smith
K. D. Lytle
P. P. Whitmore

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1938

157-B-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 157-B (3),
Ashland-Bear Creek section, landscaping
_____, was made by
a representative of this office on November 16, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Lissner
J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 19 1938

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 17, 1938

RECEIVED
NOV 18 1938
(IN REPLY PLEASE GIVE FILE NO.)
STATE HIGHWAY COMMISSION

H. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are sending, to your office, by express, the final records on the Bear Creek-Ashland Roadside Improvement Project, contract number 3074 as per the attached list. The first three items were mailed to your office yesterday.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock
Probert
J.W. McCallister

FORM 54-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. SLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 17, 1938

RECEIVED
NOV 18 1938
IN REPLY PLEASE QUOTE FILE No.
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are sending, to your office, by express, the final records on the Bear Creek-Ashland Roadside Improvement Project, contract number 2074 as per the attached list. The first three items were mailed to your office yesterday.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock
Probert
J.W. McCallister

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 10th, 1938

IN REPLY PLEASE REFER TO FILE NO.

157-D

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time without penalty on the Bear Creek-Ashland Section of the Pacific Highway, Contract No. 2074, F.A.P. 157-B, M. O. Lininger & Son, contractors, from October 31st to November 15th.

All work was completed on this project before October 1st, with the exception of the planting. On account of the dryness, the planting of the shrubs had to be deferred until the ground became sufficiently moist; and therefore, the job cannot be completed before November 15th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

RECEIVED
NOV 21 1938

2074
S

15743-3

November 21, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment M. C. Lininger & Son, on Contract No. 2074, Bear Creek-Ashland Section of the Pacific Highway in Jackson County. This payment will be made on or after December 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 332—SM—7-36

157-B-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 19, 1938

Section Bear Creek- Ashland

Kind of work Roadside Improvement

Highway Pacific

Section prefix 15-1119 F A 157 B (3)

Contractor H. C. Lininger & Son

Contract number 2074

Date of contract June 2, 1938

Date of completion Oct. 31, 1938

Date work started July 25, 1938

Estimated date of completion NOTED, 1938

Amount of contract $ 3655.50

Per cent of time elapsed State Highway Engineer %

Estimated cost of completed project, exclusive of engineering $ 3849.85

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 285., %

Date project was completed Nov. 9, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent in the semi-final estimate Nov. 14.

Worked this week setting clearing stakes and reference points on N. Unit of Bear Canyon- California Line Section.

NOTED
STATE HIGHWAY ENGINEER

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
OCT 31 1938
F.H.A.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
NOV 3 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon 157-B (3)
Bear Creek-Ashland Sec.
of Pacific Highway

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Jhm

Appr 36020

Form P. R. 2

State Oregon

Federal Aid Project No. 157-B (3)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of September, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 31st day of August, 1929, a project statement, which was approved by the Secretary on the 27th day of September, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (3) of said project which were recommended for approval by the United States District Engineer on the 17th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, four hundred sixty and no/100

dollars ($ 2,460.00) as the share of the United States payable under said act on account of Section B (3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+50 in Ashland near the north city limits, and survey station 21+00 in the SW 1/4, Sec. 32, T. 38 S., R. 1 E., W.M.

, length 0.407 of a mile, in Jackson County, being Section B (3) of Oregon Federal Aid project No. 157, consisting of roadside improvement.
0.407 of a mile of ~~road improvement / bridge approaches from the 20 foot clear roadway~~
~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (3) of said project shall not in any event exceed the sum of two thousand, four hundred sixty and no/100 dollars ($2,460.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four thousand, nineteen and no/100 dollars ($4,919.00), the approved total estimated cost of Section B (3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 18 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 157-B (3), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $4,019.00 as the total estimated cost of said project, and the sum of $2,160.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 18 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4800

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 157-B (3)
Bear Creek-Ashland section
Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

9A
157-B-3

RECEIVED
[illegible] - 1938
IN REPLY PLEASE REFER TO FILE NO. [illegible]SION

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 2, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. C. Smith

Dear Sir:

Herewith, for your consideration, Order for Extra Work #1 on the Bear Creek-Ashland Section of the Pacific Highway, Contract No. 2074.

This order provides for the construction of the masonry gutter which is needed in connection with the work being performed under this contract.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

encs

cc: Baldock ✓

RECEIVED
AUG 19 1938
FOR FILING
157-B-3

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bear Creek-Ashland Section, Project No. FA 157-B (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department — Federal Aid Project No. 157-B(3)

BEAR CREEK-ASHLAND SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1938

ROADSIDE IMPROVEMENT

North Within City (Sta. 0+50 to 7+52)

All Required		Right of Way Clean-up		$ 200.00
600	cu. yds.	Excavation	$ 1.50	900.00
120	sq. yds.	Removal of Old Pavement	1.00	120.00
All Required		Pool and Waterway		150.00
150	lin. ft.	Rustic Guard Rail	.50	75.00
15	cu. yds.	Rock Surfacing	3.00	45.00
1	only	Acer Platanoides	3.00	3.00
2	only	Acer Platanoides Schwedleri	3.00	6.00
12	only	Cornus Nuttali	1.75	21.00
11	only	Pseudotsuga Douglasi	3.25	35.75
39	only	Acer Circinatum	1.25	48.75
24	only	Mahonia Nervosa	2.00	48.00
16	M-sq. ft.	Preparing and Seeding Grass Areas	4.50	72.00
0.8	ton	Commercial Fertilizer	65.00	52.00
4	bales	Peat Moss	5.00	20.00
			Subtotal	$ 1,798
			10% Engr. & Cont.	179
			Total	1,977

Length 0.152 mile
Cost per mile $ 13,006

North Outside City (Sta. 7+52 to 21+00)

All Required		Right of Way Clean-up		$ 250.00
900	cu. yds.	Excavation	$ 1.50	1,350.00
100	yd. mi.	Truck Haul	.20	20.00
1	only	Acer Platanoides Schwedleri	3.00	3.00
3	only	Pinus Coulteri	6.00	18.00
22	only	Acer Circinatum	1.25	33.00
7	only	Ampelopsis Quinquefolia Engelmanni	1.00	7.00
24	M-sq. ft.	Preparing and Seeding Grass Areas	4.50	108.00

0.2 ton	Commercial Tonnage		$ 65.00	$ 13.00
1 mile	Post Mess		5.00	5.00
		Subtotal		$ 1,827
		10% Engr. & Cont.		183
		Total		$ 2,042

Length 0.255 miles
Cost per mile $ 8,007

SUMMARY OF ITEMS ABANDONED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City	$ 1,977	$ 1,210	$ 767
Work Outside City	2,042	1,258	783
	$ 4,019	$ 2,460	$ 1,559

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

RECEIVED
JUL 16 1938
FOR FILING

151-13

July 14, 193[illegible]

M. C. Lininger & Son

Ashland, Oregon

Gentlemen:

Reference is made to your letter of June 12 regarding your copy of the contract for the roadside improvement project on the Pacific Highway between Bear Creek and Ashland.

No doubt you received your copy of this contract in today's mail as it was mailed in Salem yesterday. I notified you on June 6, 1938, that the Commission awarded this contract to you and there was no reason why you should not have proceeded with construction upon receipt of that information as that is customary with contractors. The extra blue print requested is being sent you under separate cover.

Very truly yours,

Secretary

HBG:AM

REFERRED TO
Mr. Baldock
BY SECRETARY

O K NOTED
State Highway Engineer

DEALERS IN

SAND, GRAVEL, CRUSHED ROCK · · EXCAVATION AND TRUCKING CONTRACTORS

M. C. LININGER & SON

ASHLAND, OREGON

July, 12, 1938.

Oregon State Highway Com.
Salem, Ore,
Gentlemen: Attention Mr.H.B.Glaisyer,

Bear Creek Ashland
section Pac Highway.
roadside improvement,

Your letter of June 11, we received the 4 copies of the contract mentioned signed same and sent to the bond Company they wrote they had executed same and returned to your office.

We are ready to start on this work and would like to have this contract for as yet we have not recd.same.

Would like also to have an extra blue print of the work if one to spare.

Very truly yours,
M. C. Lininger & Son,
By.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 13 1938
FOR FILING

157-13

July 12, 1938

M. C. Lininger & Son
312 Helman Street
Ashland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2074 awarded to you on June 2, 1938, for roadside improvement on the Bear Creek-Ashland Section of the Pacific Highway, in Jackson County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 18 1938
FOR FILING

157-D

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

June 15, 1938.

RECEIVED
JUN 16 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 2074 - Bear Creek-Ashland Section
on the Pacific Highway in Jackson County, Ore.
M. C. LININGER & SON

We are sending you under separate cover by express contracts in quadruplicate covering the above job of M. C. Lininger & Son, contractors.

When these have been signed by the commissioners, will you kindly return one copy of our office for the completion of our records, as is your usual practice.

Very truly yours,

BATES, LIVELY & PEARSON

By R. M. Leed

GG

cc: M. C. Lininger & Son
Ashland, Oregon

RECEIVED
JUN 13 1938
FOR FILING

157-C

June 11, 1938

M. C. Lininger & Son
312 Helman Street
Ashland, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2074 which was awarded to you on June 2, 1938, for roadside improvement on the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 16 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

JUN 3 1938
FOR FILING

157-B

June 6, 1938

M. C. Lininger & Son

Ashland, Oregon

Gentlemen:

The State Highway Commission on June 2, 1938, awarded you the contract for 0.41 mile roadside improvement on the Bear Creek-Ashland Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $3,655.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 157-B, Bear Creek-Ashland section of the Pacific Highway, to M. C. Lininger & Son, Ashland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

157-B-3

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1938

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 157-B (3), the Bear Creek-Ashland section of the Pacific Highway, roadside improvement, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

The project statement sketch maps for F.A.P. 157 and F.A.P. 190 show the connection of the two projects at about the Southern Pacific Undercrossing. However, project E-157-B was carried back to Station 0 minus 50 so that point should be considered as the connection. Will you please furnish five copies of revised project statement sketch map each for 157 and 190 showing the correct termini.

We have changed the project number to F.A.P. 157-B (3) to conform to General Administrative Memorandum No. 46, as this is the third agreement.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

May 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Bear Springs-Ashland Section, Project No. FA 157-B~~2~~3.

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 157-D-8

BEAR CREEK-ASHLAND SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 11, 1938

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 87,404.77
Total Cost, Structures	$ 52,525.06
Federal Aid Paid, Roadway	$ 28,809.49
Federal Aid Paid, Structures	$ 9,934.60
NRH Funds Paid, Roadway	$ 21,721.52
NRH Funds Paid, Structures	$ 31,799.47
Emergency Construction Funds, Roadway	$ 35,765.63
Emergency Construction Funds, Structures	$ 10,284.88
Length of Roadway	1.499 miles
Length of Structures	.068 mile
Total Length	1.567 miles

ROADSIDE IMPROVEMENT

Work Within City (Sta. 0-50 to 7+52)

All Required		Right of way Clean-up		$ 200.00
600	cu. yds.	Excavation	$ 1.30	780.00
120	sq. yds.	Removal of Old Pavement	.50	60.00
All Required		Pool and Waterway		300.00
150	lin. ft.	Rustic Guard Rail	1.50	225.00
15	cu. yds.	Rock Surfacing	3.00	45.00
1	only	Acer platanoides	2.00	2.00
2	only	Acer platanoides schwedleri	2.30	4.60
12	only	Cornus nuttali	2.30	27.60
11	only	Pseudotsuga douglasi	3.50	38.50
39	only	Acer circinatum	1.00	39.00
24	only	Mahonia nervosa	1.50	36.00
16	M-Sq.Ft.	Preparing and Seeding Grass Areas	15.00	240.00
0.8	ton	Commercial Tankage	60.00	48.00
4	bales	Peat Moss	4.00	16.00
		Subtotal		$ 2,061
		10% Engr. & Cont.		206
		Total		$ 2,267
		Length	0.152 mile	
		Cost per mile	$14,914	

Work Outside City (Sta. 7+52 to 21+00)

All	Required	Right of way Clean-up		$ 300.00
900	cu. yds.	Excavation	$ 1.30	1,170.00
100	yd. mi.	Truck Haul	.15	15.00
1	only	Acer platanoides schwedleri	2.30	2.30
3	only	Pinus coulteri	4.00	12.00
28	only	Acer circinatum	1.50	42.00
7	only	Ampelopsis quinquefolia engelmanni	.50	3.50
24	M-sq.ft.	Preparing and Seeding Grass Areas	15.00	360.00
0.2	ton	Commercial Fertilizer	60.00	12.00
1	bale	Peat Moss	4.00	4.00
		Subtotal		$ 1,920
		10% Engr. & Cont.		192
		Total		$ 2,112

Length 0.255 mile
Cost per mile $ 8,282

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City	$ 2,267	$ 1,387	$ 880
Work Outside City	2,112	1,293	819
	$ 4,379	$ 2,680	$ 1,699

CONTRACT # 2075

FA-83-A-4 Williamson River Br. Sec., 1938
The Dalles-California Hwy.
#2075

RECEIVED
JUN 7 1939

83-A

June 5, 1939

Mr. Wm. P. Lord, Attorney
405 Henry Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 3, concerning the Mountain States Construction Company Contract for the construction of a bridge over the Williamson River, near Chiloquin, in Klamath County.

You are advised that this was a federal aid project and was designated as FAP 83-A. This contract was completed November 9, 1938, and was accepted by the Commission on November 6, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2075

ATWATER 1203

T. WALTER GILLARD

WM. P. LORD
LAWYER
405 HENRY BUILDING
FOURTH AND OAK STREETS
PORTLAND, OREGON

RECEIVED
JUN 5 - 1939
OREGON
STATE HIGHWAY COMMISSION

June 3, 1939

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Would you be good enough to inform the writer whether the bridge constructed by the Mountain States Construction Company over Williamson river in Klamath county was a state project or was it a Federal project?

Thanking you, I am,

Very truly yours,

Wm. P. Lord

WPL/B

#2075

RECEIVED
JAN 17 1939
FOR FILING

83-A

January 16, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2075, for the construction of a bridge over Williamson River near Chiloquin on The Dalles-California Highway in Klamath County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 26, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,343.73, including the final payment. Of this amount $42.18 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2075 S

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 14, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

For your information, Mountain States Construction Company completed their work on contract number 2075, the Williamson River Bridge on The Dalles-California Highway in Klamath County, on November 9, 1938.

Please secure authority from the Commission to pay the final estimate on this job.

This contract will not need an extension of time, as the specified completion date was November 30, 1938.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 16, 1938
Secretary

RECEIVED
AUG 12 1938
FOR FILING

August 11, 1938

Mr. H. O. Wilkins
Attorney at Law
Hirvi Building
Chiloquin, Oregon

Dear Sirs

Receipt is acknowledged of your letter of August 10 concerning the contract for the construction of a bridge over the Williamson River, near Chiloquin, on The Dalles-California Highway, in Klamath County.

You are advised that the contractor performing this work is the Mountain States Construction Company, 1644 Washington Street, Eugene, Oregon. The provisions of this contract require the contractor to operate under the State Industrial Accident Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

PHONE 592
DAY OR NIGHT
43 YEARS PRACTICE
IN OREGON COURTS

M O WILKINS
LAWYER
HIRVI BUILDING
CHILOQUIN, OREGON

OFFICE COUNSEL
GENERAL PRACTICE
IN ALL COURTS
NOTARY - INSURANCE

RECEIVED
AUG 11 1938
STATE HIGHWAY COMMISSION

August 10th 1938.

State Highway Commission,

Salem, Oregon.

Gentlemen:

What is the name of the X contracting firm on the Williamson River Bridge, just south of Chiloquin.

I write in behalf of an injured workman, whom the foreman Mr Branthower, refuses to recognize. Does the contract require the construction company to carry state compensation. This man worked only a short time, and was under the immediate direction of the said Supt, and he is apparently in line to lose a foot.

Yours truly,

M. O. Wilkins

For Laura B. Fagan.

RECEIVED
JUL 13 1938
FOR FILING
V 3-d

July 13, 1938

Mountain States Construction Co.
1044 Washington St.
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2075 which was awarded to you on June 2, 1938, for construction of a bridge over the Williamson River near Chiloquin on The Dalles-California Highway, in Klamath County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

83-A

June 7, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2075 which was awarded to you by the State Highway Commission on June 2, 1938, for the construction of a bridge over the Williamson River near Chiloquin, on The Dalles-California Highway, in Klamath County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN - 6 1938
FOR FILING

43-1

June 6, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 2, 1938, awarded you the contract for the construction of 342 lin. ft. reinforced concrete bridge on the Williamson River Bridge Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $31,790 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
JUN 17 1938
FOR FILING

X3-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 83-A, Williamson River Bridge on The Dalles-California Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

for

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

83-A

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 21 1938
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised P.S.& E. documents for Oregon F.A.P. 83-A, The Williamson River Bridge on The Dalles-California Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

83-A

May 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Williamson River Bridge, Project No. FA 83-A-1.

Five blueprint copies each of plan sheets 2 and 12 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 83-A(1)

LOBERT-MODOC POINT SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1938

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 254,533.93
Total Cost, Bridges	$ 4,984.05
Federal Aid Paid, Roadway	$ 158,135.81
Federal Aid Paid, Bridges	$ 2,896.02
Emergency Advance Funds Paid, Roadway	$ 42,963.57
Emergency Advance Funds Paid, Bridges	$ 1,777.11
NRM Funds Paid, Roadway	$ 14,948.11
Length	19.214 miles

NEW WORK

Roadway (Sta. 970+50 to Sta. 1236+30) (Contract No. 2062)

All Required		Clearing and Grubbing	L. S.	$ 1,750.00
350	cu. yds.	Trench Excavation	.90	315.00
80,000	cu. yds.	Excavation, Single Classif.	.185	14,800.00
33,000	yd. sta.	Overhaul	.01	330.00
20,000	yd. mi.	Truck Haul	.09	1,800.00
5.04	miles	Finishing Roadbed and Slopes	1.25	6.30
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
1,070	lin. ft.	18" Concrete Pipe	2.05	2,193.50
300	lin. ft.	24" Concrete Pipe	3.05	915.00
140	lin. ft.	36" Corr. Iron Pipe	5.95	833.00
70	lin. ft.	48" Corr. Iron Pipe	7.90	553.00
45,000	cu. yds.	Talus Borrow and Topping	.235	10,575.00
90,000	yd. mi.	Hauling Talus Borrow and Topping	.08	7,200.00
		Subtotal		$ 41,420
		10% Engr. & Cont.		4,142
		Total		$ 45,562

Bridge (Sta. 1265+58 to 1269+00) (Estimated Prices)

750	cu. yds.	Excavation	$ 4.00	$ 3,000.00
60	cu. yds.	Excavation Below Plans	8.00	480.00
780	cu. yds.	Class "D" Concrete	25.00	19,500.00
147,000	lbs.	Metal Reinforcement	.05	7,350.00
710	lin. ft.	Concrete Handrail	5.00	3,550.00
			Subtotal	$ 33,880
			10% Engr. & Cont.	3,388
			Total	$ 37,268

Length of Roadway	5.034 miles
Length of Bridge	.064 mile
Total Length	5.098 miles
Cost per mile, Roadway	$ 9,050

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 45,562	$ 13,752	$ 31,810
Bridge	37,268	11,248	26,020
	$ 82,830	$ 25,000	$ 57,830

CONTRACT # 2078

FAS 29-A(1) Cottonwood Cr.-Maddock Corner
2076 Sec., Klamath Falls-Lakeview

RECEIVED
FEB 17 1939
FOR FILING

2071

701
21-A-1

February 17, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2076, for the construction of the Cottonwood Creek-Maddock Corner Section of the Klamath Falls-Lakeview Highway in Lake County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 27, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,027.38, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-38

RECEIVED
JAN 9 1939
OREGON
HIGHWAY ENGINEER'S OFFICE

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 7, 1939

Section Cottonwood Creek - Maddock Corner — Kind of work Grading

Highway Klamath Falls - Lakeview — Section prefix 19-1107

Contractor Mc Nutt Brothers — Contract number 2076

Date of contract June 2, 1938 — Date of completion September 30, 1938

Date work started July 15, 1938 — Estimated date of completion October 15, 1938

Amount of contract . . . . . $ 23,834.50 — Per cent of time elapsed ____ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,400.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1746, 7.3 % — Date project was completed October 15, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Draftsman worked on construction map one day. Construction map completed and mailed to Division Engineer Jan. 4th.

NOTED
RAY WEBBER

NOTED
H.R. HACKETT

NOTED
VAN SCOY

Signed John T. Burch Res. Eng'r.

Address Paisley, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2	2			
Miles partially completed					
Miles completed	2	2			
Total estimated quantities	48,400	13,000			
Estimated quantities moved or placed to date	48,400	13,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy and cool		
Monday	"	" "	
Tuesday	"	" "	
Wednesday	Stormy and windy		
Thursday	Cloudy and cold		
Friday	Foggy and cold		
Saturday		" "	

#2076

DEPT. OF HIGHWAYS
DEC 19 1938
FOREMAN

40-129-a-1

December 16, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 2076, Cottonwood Creek-Maddock Corner Section of the Klamath Falls-Lakeview Highway in Lake County. This payment will be made on or after December 24, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 14 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 29-A, Cottonwood Creek-Maddock section, Klamath Falls-Lakeview Highway, was made by a representative of this office on October 29, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
OCT 31 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
OCT 27 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

October 26, 1938

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon FAS 29-A
Cottonwood Creek-Maddock Corner
Klamath Falls-Lakeview Hwy.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Apr. 38791

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 29-A

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14 day of Sept, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521. (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 4th day of April, 1938, a project statement, which was approved by the Secretary on the 14th day of April, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 11th day of April, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of sixteen thousand and 00/100

dollars ($ 16,000.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1230+75, in the NW 1/4 Section 22, T. 39 S., R. 19 E., W. M., and survey station 1336+00, in the NW 1/4 Section 15, T. 39 S., R. 19 E., W. M.

, length 1.093 miles, in Lake County, being Section A of Oregon Fed. Aid Secondary project No. FAS 29, consisting of 1.093 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixteen thousand, and 00/100 dollars ($16,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-six thousand, two hundred seventeen and 00/100 dollars ($26,217.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the _____ day of OCT 7 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Bledsoe

Member, State Highway Commission
(Title of officer)

By F L Fouville

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 5—3818

Form FH. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 29-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $26,217.00 as the total estimated cost of said project, and the sum of $16,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 7 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4880

FORM S-S-1 1M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

#2076
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 25 1938
FOR FILING

RECEIVED
OCT 25 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

October 24th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

In response to your letter of October 20th relative to extension of time on McNutt Brothers' Contract #2076, COTTONWOOD CREEK-MALDOCK CORNER section of the Klamath Falls-Lakeview Highway we are enclosing contractors' application, together with their letter of October 5th.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R. M. Smith

RMS:f

2 Encls.

#2076

JACK McNUTT
RES. PHONE 2922-M

McNUTT BROS.

#2076

October 30, 1950

Mr. W. H. Chantler
Superintendent
Oregon State Highway Department
Salem, Oregon

Dear Mr. Chantler:

Request is acknowledged of your letter of October 17, recommending that the time limit on the McNutt Bros., contract No. 2076, Outboard Drive-Hosley Corner Section, Lake County, be extended to October 31.

You are advised that we have put pen pleased the contractor's application and the approval of his request for this extension. If you have them in your office, please forward them to this office at your early convenience.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

WHM:mh

A-076

October 20, 1938

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Mr. Chandler:

Receipt is acknowledged of your letter of October 17, recommending that the time limit on the McHutt Bros. contract, No. 2076, Cottonwood Creek-Modoc Corner Section, in Lake County, be extended to October 15.

You are advised that we have not yet received the contractors' application nor the consent of his surety for this extension. If you have them in your office, please forward them to this office at your early convenience.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JN:MBL

#2076

EARL L. McNUTT
RES. PHONE 813

JACK McNUTT
RES. PHONE 8F23

RECEIVED
OCT 25 1938
FOR FILING

McNUTT BROS.

GENERAL CONTRACTORS

TELEPHONE 221
EUGENE, OREGON

October 5, 1938

Mr. Wm. E. Chandler,
Division Engineer
Bend, Oregon

Dear Sir:

We have just been advised by the Salem office of the Oregon State Highway Commission that they have received our surety companys permission for a thirty day extension of time on the No. 2076, Cottonwood Creek-Maddock Corner section of the Klamath Falls-Lakeview Highway.

We asked our surety company to mail this consent direct to you but in error they mailed it direct to Salem. We are enclosing a copy of our letter to the surety company.

Yours very truly,

McNutt Brothers
Thelma Schaefer
Secretary

RECEIVED
OCT 1938
DIVISION ENGINEER

RECEIVED
OCT 4 1938
FOR FILING

7A-A29-A.1

October 4, 1938

McDUFF BROTHERS
351½ East Broadway
Eugene, Oregon

Gentlemen:

You are advised that we have received from the Maryland Casualty Company, surety on the bond in connection with your contract No. 2076, Coastwood Creek-Modoc Corner Section, their consent to an extension of time of thirty days. Will you please furnish us with your formal application so that the matter may be presented to the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JK:MEL

cc - W. E. Chandler

Mr. Chandler:

Please advise your recommendation.

HBG

FORM S-9-1 2500 4-38

RECEIVED
SEP 30
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

September 27th
1938

NOTED
Highway Engineer

RECEIVED
SEP 29 1938
STATE HIGHWAY COMMISSION

Mr. J. T. Burch
Resident Engineer
State Highway Department
Paisley, Oregon

Dear Sir:

We are enclosing herewith a letter received at the Salem Office from Mr. Mark E. Maddock relative to his requirements for the completion of the driveway to his service station located approximately four miles west of Lakeview on the Klamath Falls-Lakeview Highway.

Please contact Mr. Maddock and advise us in detail as to all particulars.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. J. W. DeSouza

Encl.

RECEIVED
SEP 28
FOR FILING

FORM No. X-1 1000 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

September 24, 1938

R 4156

Mr. Mark E. Maddock
Lakeview, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the twenty-first instant with reference to driveway to your service station at the revised location thereof approximately four miles west of Lakeview on the Klamath Falls-Lakeview Highway.

We are not familiar with the present status of the situation at your property and the contents of your communication are being referred to Mr. W. E. Chandler, Division Engineer, Bend, Oregon.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. E. Chandler

H. B. GLAISYER, SECRETARY
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

September 24, 1938

R 4156.

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

Herewith we hand you for your attention copy of letter received from Mr. Mark E. Maddock, Lakeview, Oregon, under date of September 21st, with reference to driveway to his service station at the revised location thereof approximately four miles west of Lakeview on the Klamath Falls-Lakeview Highway.

We have made no reply to Mr. Maddock's letter other than to acknowledge receipt thereof and to advise him that the contents of his communication were being referred to you.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AE
cc Mr. R. H. Baldock
Mr. H. G. Smith

C
o
p
y

Lakeview Ore.
Sept. 21, 1938.

Mr. Devers Atty for State Highway Comm.
Salem, Oregon

Dear Sir:

In regard to my service station driveway on your two mile of new construction four miles west of Lakeview; I am wondering if you are including in your plans to make it conform to the new construction grade. With the dirt fill completed and allowing for 1 ft of surface to go on top my driveway will be about 20 inches low on the west end.

This would not be satisfactory. I am merely keeping you informed as to the situation in this letter, so that in case it isn't receiving attention now, you could make any necessary arrangements while the contractor is on the job.

If you have already made arrangements to make the driveway conform to the new construction disregard this letter.

(Sgd.) Mark E. Maddock

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 29-A,
Cottonwood Creek-Maddock Corner,
Klamath Falls-Lakeview Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

RECEIVED
SEP 16 1938
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Cottonwood Creek-Haddock Corner Section, Project No. FAS 29-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 29-A

COTTONWOOD CREEK-HADDOCK CORNER SECTION

OF THE KLAMATH FALLS-LAKEVIEW HIGH AT IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

All Required		Clearing and Grubbing		$ 100.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
50,000	cu. yds.	Excavation, Single Classif.	.17	8,500.00
50,000	yd. sta.	Overhaul	.01	500.00
4,000	yd. mi.	Truck Haul	.20	800.00
2.00	miles	Finishing Roadbed and Slopes	200.00	400.00
230	lin. ft.	12" Corr. Iron Pipe	1.00	230.00
340	lin. ft.	18" Corr. Iron Pipe	1.40	476.00
410	lin. ft.	24" Corr. Iron Pipe	2.35	963.50
30	cu. yds.	Class "D" Concrete	35.00	1,050.00
4,500	lbs.	Metal Reinforcement	.07	315.00
14,000	cu. yds.	Talus Topping	.25	3,500.00
90,000	yd. mi.	Hauling Talus Topping	.07	6,300.00
400	M-gal.	Sprinkling	1.00	400.00
		Subtotal		$ 23,834
		10% Engr. & Cont.		2,383
		Total		$ 26,217

Length 1.993 miles
Cost per mile $ 13,154

FAS Funds Requested- - - -

RECEIVED
JUL 13 1938
FOR FILING
7a & 27-a

July 12, 1938

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2076 awarded to you on June 2, 1938, for grading the Cottonwood Creek-Maddock Corner Section of the Klamath Falls-Lakeview Highway, in Lake County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

FORM S-A-1 10M 2-36

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAISYER, SECRETARY

RECEIVED
JUN 27 1936
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
June 24, 1936.

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. K. Chandler,
Division Engineer,
Bend, Ore.

NOTED
- Highway Engineer

Dear Sirs

In answer to your letter of June 23rd, concerning the procedure in grading thru the property of the Lamm Lumber Company.

This property is under condemnation and consequently in our possession - therefore the contractor is at liberty to grade across the property and I see no reason for Mr. Weaver's letter of June 21st in which he states that the contractor is apt to be delayed. You were merely instructed to see that the contractor did not carry on his operations so that the power telephone lines, sewer, water and steam lines are not unduly interfered with, or service interrupted so as to cause us unusual damage in the condemnation proceedings.

If it is now necessary for the contractor's operations to rebuild his lines you should do so, as Mr. Devers can alter his complaint to fit the work actually done. It would be impossible for Mr. Devers to visit the job until some time after the Fourth, but if the facilities are reconstructed in a workmanlike manner, there can be no valid criticism at the time of condemnation.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

FORM G-A-1 RM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLATSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 27 19
FOR FILING

RECEIVED
JUN 24 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

June 23rd 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is copy of a letter from Mr. Weaver concerning the Lamm Lumber Company near Modoc Point.

I have tried three or four times to see Mr. Lamm and go over this matter with him personally but to date have not been able to do so due to his absence, but think it would be better for Mr. Devers or Mr. DeSouza to go to Klamath Falls and with Mr. Lamm's attorney go over the ground and see if it is not possible to arrive at some workable plan of procedure which will fit in with the condemnation suit which is to follow. It is possible, that with some little inconvenience to our grading contractor, to allow the reconstruction of power and telephone lines, also changing the sewer, water pipes and steam lines until the condemnation case can be instituted, if it were not delayed too long.

I would like to have this meeting at the earliest possible date.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓
Mr. J. M. Devers

Encl.

FORM 3-A-1 10M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

7A A 29-A

June 18th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The assignment of J. T. Burch as Resident Engineer on the Cottonwood Creek-Maddock Corner Section, is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
JUN 14 1938
FOR FILING
7a 21 a

June 13, 1938

McHutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2076 which was awarded to you on June 2, 1938, covering 2.0 miles grading on the Cottonwood Creek-Maddock Corner Section of the Klamath Falls-Lakeview Highway, in Lake County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 6 1938
FOR FILING

Fad 27-a

June 6, 1938

McHuitt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 2, 1938, awarded you the contract for 2.0 miles grading and talus rock roadbed topping on the Cottonwood Creek-Maddock Corner Section of the Klamath Falls-Lakeview Highway, in Lake County. This award was based on your low bid of $23,834.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 29-A, Cottonwood Creek-Maddock Corner section of the Klamath Falls-Lakeview Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

May 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five copies of bid proposals for the Cottonwood Creek-Maddock Corner Section, Project No. FAS 29-A-1.

These copies contain the following revisions:

Page 1 - Time of receiving bids and date of completion.

Page 10 -Revised specification for grading of fine aggregates.

Page 12 -Revised specification under the sub-head "Materials".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

RECEIVED
AUG 19 1938
FOR FILING

May 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five copies of bid proposals for the Cottonwood Creek-Haddock Corner Section, Project No. FAS 29-A-1.

These copies contain the following revisions:

Page 1 - Time of receiving bids and date of completion.

Page 10 -Revised specification for grading of fine aggregates.

Page 12 -Revised specification under the sub-head "Materials".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FORM S-A-1 2M 1-38

COMMISSIONERS
HENRY L. BELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

FAS 37-A

April 30th
1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the changes in specifications for the proposed COTTONWOOD CREEK-MADDOCK CORNER section, 2 miles of grading on the Klamath Falls-Lakeview Highway. This job was first advertised for the April 28th letting. Mr. Burch discovered a large shovel and several trucks working at the site which we had selected for the state contract and it was necessary to postpone the contract until all the material the City desired had been removed. On a recent inspection of this pit we found that two or three thousand yards had been removed and left a different looking pit from that which we had before. There is 5,000 or 6,000 yards of loose talus and possibly more in the pit. The balance of the material can be moved with a heavy shovel with the aid of a small amount of shooting and will make a very satisfactory pit.

The Antelope Canyon pit does not appear so satisfactory. The quantity will be limited and the fines in the material are quentionable. The underlying strata beneath the talus is very poor material. We have sent you samples that will include all the types of material in this supply.

We wish to submit the following clause as supplemental to the special provisions covering this item:

QUANTITY AND SOURCE OF MATERIALS:

Talus materials to be used on this project shall be obtained from two (2) sources and the payment for haul shall be made on the most economical basis, measured in the trucks.

1. Bullard talus deposit located approximately 1400 feet east of Lakeview in Bullard Canyon and being about 5.4 miles east of the east end of the project.

2. Talus deposit located near the mouth of Antelope Canyon adjacent to the highway between Stations 910+50 and 894+50, being approximately 6½ miles west of the west end of the project. (See tests)

The contractor's attention is called to the fact that the materials deposited in Site #1 may require shooting to loosen, and the use of a power shovel to excavate.

The contractor will be required to remove only the best materials available at Site #2 as only the best materials are suitable for roadbed topping.

For information as to the ownership of this pit, please see sketch map, Drawing #8C-18-5, Right of Way and Timber Preserve, Klamath Falls-Lakeview Highway.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

RECEIVED
AUG 19 1938
FOR FILING

70 X 81-A

April 20, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

On account of difficulty encountered concerning the procuring of topping materials for use on the Cottonwood Creek-Haddock Corner Section, Project No. FAS 29-A, bids will not be received on April 28, 1938.

Copies of the letter sent to prospective bidders, advising of the postponement, are enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 1 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 29-A, the Cottonwood Creek-Maddock Corner section of the Klamath Falls-Lakeview Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

The P.S.& E. for this project provide for only grading and topping, while the program called for grading, surfacing and oiling.

It is noted that the special provisions provide for sprinkling and rolling of the topping. Our recommendation for approval of this project is conditioned that the construction of the topping course will provide a road surface which will satisfactorily accommodate the traffic until such time as it is oiled.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
7a-1-21-a

April 7, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Cottonwood Creek-Maddock Corner Section, Project No. FAS 29-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 29-A

COTTONWOOD CREEK-HADDOCK CORNER SECTION

OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 7, 1938

All Required		Clearing and Grubbing		$ 200.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
50,000	cu. yds.	Excavation, Single Classif.	.20	10,000.00
50,000	yd. sta.	Overhaul	.02	1,000.00
4,000	yd. mi.	Truck Haul	.12	480.00
2.00	miles	Finishing Roadbed and Slopes	200.00	400.00
230	lin. ft.	12" Corr. Iron Pipe	1.25	287.50
340	lin. ft.	18" Corr. Iron Pipe	2.50	850.00
410	lin. ft.	24" Corr. Iron Pipe	3.50	1,435.00
30	cu. yds.	Class "D" Concrete	25.00	750.00
4,500	lbs.	Metal Reinforcement	.06	270.00
14,000	cu. yds.	Talus Topping	.20	2,800.00
90,000	yd. mi.	Hauling Talus Topping	.10	9,000.00
400	M-Gal.	Sprinkling	1.50	600.00
			Subtotal	$ 28,372
			10% Engr. & Cont.	2,837
			Total	$ 31,209

Length	1.993 miles
Cost per mile	$ 15,659

FAS Funds Requested	$ 19,040
State Funds	12,169
	$ 31,209

FORM S-A-1 10M 11-37

5 COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FAS 29-A

March 30th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have changed the size of the road approach culverts on the Cottonwood Creek-Maddox Corner Section of the Klamath Falls-Lakeview Highway, from 12 inches to 18 inches, as the State Highway Engineer recently issued instructions to use no culverts smaller than 18 inches except in very special instances, as they have proven inadequate during the heavy rains of this winter. If there are any of these road approach culverts where it is clearly impossible to get cover over an 18-inch pipe, please advise further.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# [redacted] 2077

FAS 263-B(1) Peoria-Harrisburg Sec., 1938
Corvallis-Harrisburg Co. Rd.
2077

FAS 263-B-1

August 29, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of complete plans for the Peoria-Harrisburg Section, Project No. FAS 263-B (1) to replace the abbreviated plans sent at the time the project was placed under contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 17 1939

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Approval of the Peoria-Harrisburg Section of the Corvallis-Harrisburg road, FAS 263-B (1), was conditioned upon your furnishing this office with detailed project plans prior to submission of the final voucher. Our letter of November 10, 1938, also called this matter to your attention.

The final voucher on this project is now being held in this office, awaiting receipt of these detailed plans, and we will appreciate your prompt action in forwarding them.

Very truly yours,

W. H. LYNCH
District Engineer

R.H. Baldock

NOTED
C. R. McCullough

FINAL COST ANALYSIS Feb. 6th, 1939
Peoria-Harrisburg Section
Corvallis-Harrisburg County Road in Linn County
Contract 2077 Prefix 222-1016
Clifford Dunn, Contractor
E. M. Booth, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$13.00	12.9 cu. yd.	1.00	1.20	$15.48
18" Concrete Pipe	51.86	24 lin. ft.	2.16	2.50	60.00
Salvaging Concrete Pipe	4.80	6 " "	0.80	0.60	3.60
3" - 0 Mat'l in Surfacing	6,116.87	10,034 cu. yd.	0.61	0.65	6,522.10
1" - 0 " " "	2,488.58	2,092 " "	1.19	1.15	2,405.80
Filler	480.92	1,630 " "	0.30	0.40	652.00
Hauling Filler	607.62	5,012 yd. mi.	0.12	0.12	601.44
Sprinkling	525.41	456 M-Gal.	1.15	1.20	547.20
Preparation of Base	2,435.14	12.94 Mi.	188.19	200.00	2,588.00
Min. Agg. in Place	10,509.70	4,199 cu. yd.	2.50	2.25	9,447.75
Cutback Asphalt in Place	2,793.97	133.88 ton	20.87	21.00	2,811.48
RC-2 Asphalt in Binder Course	5,041.25	199.74 "	25.23	24.00	4,793.76
SC-6 Road Oil in Place	4,930.05	225.11 "	21.90	22.00	4,952.42
PA #1 12" Concrete Pipe	55.50	51 lin. ft.	1.09	1.75	89.25
Force Account	39.79				39.73
Haul Adjustment		301.9 yd. mi.		0.10	30.19
	$36,094.46				$35,560.20

Total Cost	$36,094.46
Gross Revenue	35,560.20
Net Loss	$534.26

Net Loss Equals 1.5% of the Gross Revenue

Contract 2077

Details of Cost

Labor:

Supervision		$1,251.91	
Labor		8,704.52	
State Industrial Accident	6½% of P/R	647.17	
Unemployment Comp.	3% of P/R	298.69	
Old Age Benefit	1% of P/R	99.56	
			$11,001.85

Materials:

12" Concrete Pipe	51 lin. ft. at 0.50	$25.50	
18" " "	24 " " " 1.20	28.80	
RC-2	199.74 Tons at 5.70	1,138.52	
Frt on RC-2	" " " 8.20	1,637.87	
SC-6	225.11 tons at 5.70	1,283.13	
Frt on SC-6	" " " 8.20	1,845.90	
RC-3	133.88 tons at 9.50	1,271.86	
Frt on RC-3	" " " 3.40	455.19	
			7,686.77

Miscellaneous:

Equipment Rental (including repairs)	$10,473.06	
Gas, Oil and Grease	4,264.74	
Miscellaneous Expense	1,127.13	
Overhead Expense	224.11	
Royalty on Gravel (Topping & crushing)	250.00	
Home Office Expense	711.20	
Bond	355.60	
		17,405.84
Total Cost		$36,094.46

Contract 2077

REMARKS:

This was a Federal Aid Secondary Project and consisted of construction of 6.0 miles of gravel surfacing; application of 12.94 miles of oil mat surface treatment (type O-9 modified); and other incidental work. The contract was bid and awarded on June 2nd, 1938. Work was started on June 14th, and completed August 31st, 1938, which was also the specified date of completion.

Of the total 3" - 0 gravel topping, 2,634 cubic yards were loaded by a 5/8 yd. shovel from the Lake Creek bar located 4.3 miles from the north end of the project and hauled in 2 ton trucks.

Of the total filler, 1,150 cu. yd. were loaded by a 5/8 yd. shovel from the Wade Pit and hauled in 2 ton trucks.

Erection of crushing plant required 3½ weeks and cost $1,356.24. The plant was built on the Jensen Bar which is ½ mile west of M.P. 20.26 or 1 mile north of the south end of the project. The material was moved from the gravel pit to the crusher with an RD-8 cat and 12 yd. LeTourneau scraper and dumped thru a trap onto an elevating conveyor belt. Material was carried to a grizzly which rejected 3" - 0 rock. This was carried by a belt conveyor to a bunker from which it was loaded into trucks and hauled to the road for use as 3" - 0 topping material. The material passing over the grizzly was fed to the crushing plant which consisted of a 15 x 36 primary jaw and a 3' cone crusher, a 4' x 12' single deck Symon and a 4' x 16' double deck Symon screen drawing power from a 260 h.p. diesel engine. Fines were screened out and produced 500 cu. yd. which were used as filler on the road. 2,092 cubic yards of 1" - 0 crushed surfacing rock and 4,199 cu. yd. of mineral aggregate in sizes 3/4" - 1/2", 1/2" - 1/4" and 1/4" - 0 were produced. The crusher operating 2 - 8 hr. shifts per day produced the above material in 300 hours of operation. The unit loading cost with the LeTourneau scraper was 16½ cents per cu. yd. and material was loaded at the rate of 35 cu. yd. per hour. Plant erection cost when distributed over filler, 1" - 0 material and mineral aggregate produced amounted to .199 per cu. yd. Unit cost of crushing was distributed as follows: filler at .201 per cu. yd., 1" - 0 material .453 per cu. yd. and mineral aggregate .879 per cu. yd. Mineral aggregate was hauled and stockpiled at Station 903, from which it was loaded into trucks by a 5/8 yd. shovel as needed for oiling operations.

RC-2 and SC-6 oils were shipped in cars from the bay district and the RC-3 from Portland to Harrisburg where a boiler and retort was set-up for heating and loading the oil into two 800-gal. transports which carried the oil to the job where it was transferred to the 1000-gal. distributor. Over a period of five weeks oil was laid on 16 days at the rate of 35 ton or approximately one car per day.

This job was well managed, and the work was done in an efficient manner. The low bid on crushed material was responsible for the small loss sustained on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 263-B-1

November 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 263-B (1), Peoria-Harrisburg section, was made by a representative of this office on October 26, 1938. Prompt submission of the final voucher will be appreciated.

Prior to or with the voucher, please submit detail plan and profile sheets supplementing the abbreviated plans now in our possession.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 263-B (1)
Peoria-Harrisburg section
Corvallis-Harrisburg Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

for

Aug. 36065

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 262-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 8th day of May, 1938, a revised project statement, which was approved by the Secretary on the 26th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty-five thousand, eight hundred ten and 00/100

dollars ($ 25,810.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4519

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 440+00, in the NW 1/4 of Section 8, T. 15 S., R. 4 W., and survey station 1140+80 at the north city limits of Harrisburg, in the SE 1/4 of Section 9, T. 15 S., R. 4 W., W. M.

, length 12.937 miles, in Linn County, being Section B(1) of Oregon Fed. Aid Secondary project No. FAS 263, consisting of 12.937 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of twenty-five thousand, eight hundred ten and 00/100 dollars ($25,810.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-two thousand, three hundred seven and 00/100 dollars ($42,307.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Maintenance of said project in compliance with said acts of July 11, 1916 and November 9, 1921 will be performed by the County of Linn pursuant to its agreement with the Highway Department dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 19 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By E T Gladrin

Member, State Highway Commission
(Title of officer)

By F L Loveland

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. M. Teary

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—5512

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. Federal Aid Secondary FAS 263-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 42,307.00 as the total estimated cost of said project, and the sum of $ 25,810.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 19 1938 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4000

#2077

RECEIVED
OCT 27 1938
FOR FILING
Jan 21-2-6-1

October 27, 1938

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2077, for the construction of the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road in Linn County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 5, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond firnished by the above contractors Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $35,560.20, including the final payment. Of this amount $50.75 was for fofce account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 15 1938
FOR FILING

#2077

October 15, 1938

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2077, Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road in Linn County. This payment will be made on or after October 25, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 280—634—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 8, 1938

Section Peoria-Harrisburg

Highway Corvallis-Harrisburg

Contractor C. A. Dunn

Date of contract June 2, 1938

Date work started June 14, 1938

Amount of contract . . . . . $

Estimated cost of completed project, exclusive of engineering . . . . . $

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $2632.13, 11% %

Kind of work Surfacing & Oiling

Section prefix 222-1016

Contract number 2077

Date of completion Aug. 31, 1938

Estimated date of completion Aug. 31, 1938

Per cent of time elapsed %

Date project was completed Aug. 31, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final E timate turned in Thursday.

RECEIVED
OCT 10 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. N. HACKETT

OCT 1 1 1938

NOTED
VAN SCOY

Signed

Address Hwy. Shops, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 8 1938
FOR FILING
Fld 213-L

October 4, 1938

Hon. County Court of Linn County
Albany, Oregon

Gentlemen:

This is to advise that the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road, a Federal Aid Secondary Highway Project, has been completed by the contractor and is being turned over to the county for maintenance, under the terms of an agreement executed by the State Highway Commission and Linn County June 2, 1938. This agreement provides that the county shall make proper provision each year for the maintenance of the road, and that it shall be maintained in a manner satisfactory to the State Highway Department and the Secretary of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. P. D. Mason

RECEIVED
SEP 13 1938
FOR FILING
MONTANA
OREGON
WASHINGTON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Secondary Project No. FAS 263-B (1), the Peoria-Harrisburg Section of the Corvallis-Harrisburg Highway, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval is made on the basis of the abbreviated plans submitted which are to be supplemented before payment of the final voucher by plan and profile sheets with an indication of structures and right of way width.

It is noted that there are two existing bridges on this project having roadway widths of 17.5' and that the oild approaches are to be 18' wide. In view of these conditions reflectorized signs should be installed at each bridge, warning traffic of the restricted roadway. Approval of the project is with the condition that these warning signs will be installed concurrently with the present improvement.

Sign Dept. notified [illegible]

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Peoria-Harrisburg Section, Project No. FAS 263-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 263-B(1)

PEORIA-HARRISBURG SECTION OF THE

CORVALLIS-HARRISBURG HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

Roadway

20	cu. yds.	Trench Excavation	$ 1.20	$ 24.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
90	lin. ft.	Salvaging Culvert Pipe	.60	54.00
10,400	cu. yds.	3" - 0" Materials in Surfacing	.65	6,760.00
3,000	cu. yds.	1" - 0" Materials in Surfacing	1.15	3,450.00
400	cu. yds.	Filler	.40	160.00
400	yd. mi.	Hauling Filler	.12	48.00
400	M-Gal.	Sprinkling	1.20	480.00
12.94	miles	Preparation of Base	200.00	2,588.00
4,700	cu. yds.	Mineral Aggregate in Place	2.25	10,575.00
142	tons	Emulsified or Cutback Asphalt in Seal Coat	21.00	2,982.00
224	tons	RC-2 Asphalt in Binder Course	24.00	5,376.00
262	tons	SC-6 Road Oil in Place	22.00	5,764.00
			Subtotal	$ 38,461
			10% Engr. & Cont.	3,846
			Total	$ 42,307

Length of Roadway	12.911 miles
Length of Bridges	.025 mile
Total Length	12.937 miles
Cost per mile	$ 3,270

Note: Oiling is to be constructed across bridges.

FAS Funds	$ 25,810
State Funds	17,497
	$ 42,307

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Funds for Maintenance: See agreement executed by County May 12, 1938 and by Highway Commission June 2, 1938

RECEIVED
JUN 20 1938
FOR FILING

June 18, 1938

Mr. Clifford A. Dunn

Klamath Falls, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2077 which was awarded to you on June 2, 1938, for surfacing and oiling the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road, in Linn County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

FORM S-A-1 1936 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 13 1938
For Files

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

263-B

June 16, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS 20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 263-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Copy for Mr. Nash ✓

File 263-13
COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sirs

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: NPGS 285-B, FAS 7-A, FAS 263-B, FAS 279-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:HE
Encl.
Copy for Mr. Nash

RECEIVED
DEC 21 1938
FOR FILING

Tax 263-C

June 13, 1938

Honorable Rufus C. Holman,
State Treasurer,
Salem, Oregon.

Dear Sir:

Enclosed I am handing you Linn County General Road Fund Warrant No. 9511 for the sum of $16,922.84. This represents the County's share in surfacing and oiling the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road, and the amount should be credited to the State Highway Fund as County Cooperation.

There is also enclosed Federal Warrant No. 23,152 for the sum of $1,269.17. This represents the final remittance on the P.W.A. grant on construction cost of the Coast Highway Bridges, and the amount should be credited to the State Highway Fund as Federal Aid.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. V. Hollenberg
Bookkeeper

RVH:MH
Enc.

RECEIVED
JUN 11 1938
FOR FILING

7a.X263-1

June 10, 1938

Mr. Clifford A. Dunn
Klamath Falls
Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2077 which was awarded to you by the State Highway Commission on June 2, 1938, covering the surfacing and oiling of the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

Secretary

MDL

June 8, 1938

Mr. Oscar Cutler

O F F I C E

Dear Sir:

I hand you herewith five copies of an agreement with Linn County covering the maintenance of a portion of the Corvallis-Harrisburg County Road, FAS 265 1/3, which is being constructed by the state.

I have kept the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

RECEIVED
JUN 6 1938
FOR FILING

IA 4263-13

June 6, 1938

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on June 2, 1938, awarded you the contract for 6.0 miles surfacing and 12.94 miles oiling on the Peoria-Harrisburg Section of the Corvallis-Harrisburg County Road, in Linn County. This award was based on your low bid of $38,461.00 based on the use of road oil submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
- 1938
COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 263-B, Peoria-Harrisburg section of the Corvallis-Harrisburg county road, to Clifford A. Dunn, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
7a-1
263-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
MAY 19 1938
STATE HIGHWAY COMMISSION

May 18, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project FAS 263-B (1), the Peoria-Harrisburg Section of the Corvallis-Harrisburg Road, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Our recommendation for approval is also subject to the condition that detail plans will be furnished prior to submission of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

May 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Peoria-Harrisburg Section, Project No. FAS 263-B-1.

Five bid proposals and one set of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 263-B-1

PEORIA-HARRISBURG SECTION OF THE CORVALLIS-HARRISBURG HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 11, 1938

Roadway

20	cu. yds.	Trench Excavation	$1.00	$ 20.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
90	" "	Salvaging Culvert Pipe	0.80	72.00
10,400	cu. yds.	3" - 0" Materials in Surfacing	0.80	8,320.00
3,000	cu. yds.	1" - 0" Materials in Surfacing	1.50	4,500.00
400	cu. yds.	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
400	M-Gals.	Sprinkling	1.50	600.00
12.94	miles	Preparation of Base	100.00	1,294.00
4,700	cu. yds.	Mineral Aggregate in Place	2.50	11,750.00
142	tons	Emulsified or Cutback Asphalt in Seal Coat	22.00	3,124.00
224	tons	RC-2 Asphalt in Binder Course	22.00	4,928.00
262	tons	SC-6 Road Oil in Place	24.00	6,288.00
264	tons	Light Tar in Place	19.00	Alternate
314	tons	Tar in Place	21.00	"

Sub-total	$41,316
10% Engr. & Cont.	4,131
Total	$45,447

Length of Roadway	12.911	Miles
" " Bridges	.025	"
Total Length	12.937	"
Cost per Mile	$3,512	

Note: Oiling is to be constructed across bridges.

FAS Funds	$27,730
State Funds	19,717
	$45,447

STATE Oregon

PROJECT NO. FAS 263 (Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

RECEIVED
AUG 19 1938
FOR FILING
71-1-63

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 8, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Corvallis Junction-Harrisburg Section, Corvallis-Harrisburg Road
2. Between a point in NE¼ Sec. 6, T. 12 S., R. 4 W. and a connection with F. A. Route No. 3 in Harrisburg
3. Between intermediate control points if used: ____ and ____

County of Linn

4. Length in miles (gross) 19.7 (net) 19.7
5. Preliminary estimate of cost: Total, $67,000; section of road to be Next improved, $50,000, of which $____ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ____ (Amount.)

Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920 (Source; refer to statute.)

(b) County ____ (Amount.) (Source; refer to statute.)

8—5073

PROJECT NO. STATE

Bureau of Public Roads

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8073

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 263

C E R T I F I C A T E

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) May 6, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By_____
As Chairman

_____
District Engineer, B. P. R.

By_____
As Commissioner

(Date)_____

By_____
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

CORVALLIS JC. – HARRISBURG SEC

COUNTY ROAD

PROJECT NO. F A S 263

PEORIA
NEXT SECTION TO

SECTION 14 T.6 R.1 WEST
Lewis Creek
END OF PROJECT
(REVISED)

END OF PROJECT
PROPOSED 36

CONTRACT# [redacted] 2070

WPGS 285-B-1 Airport Rd. O'Xing, 1938
N.E. 42nd Ave., Portland

2078

Div-B-1

SUMMARY OF COMPLETED FEDERAL AID WORK

AIRPORT ROAD OVERCROSSING

PROJECT NO. WPGS 285-B (1)

Description	Code No.	Total Cost	WPGS Funds	Length
Structure	982	$ 42,616.27	$ 42,096.00	.055

285-1-1

RECEIVED
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon WPGS 285-B (1)
Airport Road Overcrossing
Airport Road

March 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

8056

Section B(1),
Oregon U. S. Works Program Grade Crossing
Project No. WPGS 285.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 29, 1938 by the State Highway Department of Oregon, and on October 21, 1938 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon U. S. Works Program Grade Crossing Project No. WPGS 285, Section B(1); and

WHEREAS, under the Reorganization Act of 1939 (Public No. 19 - 76th Cong.) and the President's first plan of Government Reorganization, effective July 1, 1939, all functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads (now the Public Roads Administration of the Federal Works Agency) are transferred to and exercised by the Federal Works Administrator, hereinafter referred to as the Administrator; and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds approved and set aside to the credit of said Section B(1) from $20,000.00 to $42,096.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department of Oregon and the Administrator, that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

DISTRICT I
RECEIVED

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate and the sum of forty-two thousand, ninety-six and 00/100 dollars ($42,096.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (a) of Article I shall read:

"(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, laws 1917; Chap. 31, laws 1920; and Chap. 529, laws of 1939."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of forty-two thousand, ninety-six and 00/100 dollars ($42,096.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-six thousand, seventy-five and 00/100 dollars ($46,075.00), the approved total estimated cost of said project."

DIRECTOR
FEB 5 1940
RECEIVED

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb 17 1940, and the Administrator on MAR 1 1940.

OREGON STATE HIGHWAY COMMISSION

By Henry L Cabell
Chairman, State Highway Commission

By E B Reed
Member, State Highway Commission

By Hunn McClaugh
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W M O'Leary
Acting Commissioner of Public Roads.

Section B(1),
Oregon U. S. Works Program
Grade Crossing Project No. WPGS 285.

DISTRICT 1
FEB 21 1940
RECEIVED

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as U. S. Works Program Grade Crossing Project No. WPGS 285-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 16,075.00 in lieu of the $20,000.00 approved by Certificate of October 21, 1938, as the total estimated cost of said project, and the sum of $ 12,096.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of MAR 1 1940 one thousand nine hundred and .....

FEDERAL WORKS ADMINISTRATOR,

By W. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—16139

RECEIVED
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 285-B (1)
Airport Road Overcrossing
of U. P. Railway

WPGS 285-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with the approved copy of~~ ~~specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ton

RECEIVED
JAN 29 1940
FOR FILING

WGPS 285-B(1)

January 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate as basis for modification for the Airport Road Overcrossing Project No. WPGS 285-B (1).

It is our request that the government funds be increased from $20,000.00 to $42,096.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Progress
Project No. WPGS 285-B (1)

AIRPORT ROAD OVERCROSSING

OF THE AIRPORT ROAD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1940

1,200	cu. yds.	Structural Excavation	$ 1.75	$ 2,100.00
50	cu. yds.	Structural Excavation Below Plane	2.00	100.00
448	cu. yds.	Class "A" Concrete	18.00	7,920.00
270	cu. yds.	Class "I" Concrete	18.50	4,995.00
105,000	lbs.	Metal Reinforcement	.0425	4,462.50
300,000	lbs.	Structural Steel	.055	16,500.00
620	lin. ft.	Metal Handrail	8.00	4,960.00
All Required		Remove Old Structure		500.00
				$ 41,537.50

Work to Be Performed by Railroad Company Forces

All Required	Move and Rearrange Telegraph and Signal Lines, Fences and Install Guard Rail	$ 350.00
	Subtotal	$ 41,887
	10% Engr. & Cont.	4,188
	Total	$ 46,075

Length .055 mile

WPGS Funds Requested	$ 42,096
State Funds	3,979
	$ 46,075

Estimated Labor Required	14,000 man-hours
Cost of Labor	$ 11,000
Cost of Materials	$ 24,000

State Funds for Construction: Chap. 173, laws 1917; Chap. 71, laws 1920; Chap. 529, laws 1939

Funds for Maintenance: See agreement executed by County May 1^, 1938 and by Highway Commission June 2, 1938

#2078

RECEIVED
SEP 9 1950
FOR FILING

GENERAL BRANCH

WPGS-285-13

September 9, 1950

General Casualty Company of America,
Seattle, Washington.

Attention: V. Thompson.

Gentlemen:

In response to your inquiry of September 7th you are advised that on August 1st there was due and owing Barham Brothers the sum of $2,079.14. This was in connection with their contract No. 2078, overcrossing over O. W. R. R. & N. Co. Tracks on the Airport Road in Multnomah County.

Very truly yours,

Secretary.

Dict. by J. McFerland.

H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

RECEIVED
AUG 24 1939
STATE ... CO

August 23, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Barham Bros., Salem, Oregon

In their August 1, 1939 financial statement, the above contractors have shown an Accounts Receivable item of $2,000.00 due from you on a $43,000.00 contract for airport over-crossing. Is this approximately correct?

Stamped, return envelope is attached and your prompt reply will be most appreciated.

Yours very truly,

V. Thompson

V.Thompson
Surety Department
Enc.

-$2079.14-

H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

RECEIVED
SEP - 8 1939
OREGON
STATE HIGHWAY COMMISSION

September 7, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Barham Bros., Salem, Oregon

Under date of August 23, we wrote you as follows:

"In their August 1, 1939 financial statement, the above contractors have shown an Accounts Receivable item of $2,000.00 due from you on a $43,000.00 contract for airport over-crossing. Is this approximately correct?

"Stamped, return envelope is attached and your prompt reply will be most appreciated."

You will be conferring a favor on both the contractor and this company if you can verify this item.

Yours very truly,

V. Thompson

Surety Department

WPGS 285-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

September 8, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPGS 285-B, Airport Over-crossing

, was made by a representative of this office on August 11, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

RECEIVED
AUG 24 1939
FOR FILING

WFG-S 285-B

August 24, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railway Company
Pittock Block
Portland, Oregon

DearrSir:

For your information we wish to advise that the Barham Bros. contract, No. 2078, for the construction of the 42nd Avenue undercrossing, was completed on July 8 and was accepted by the Highway Commission on August 18, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2078

Form S-36—SM—4-39

AUG 5 1939

FOR [illegible]

WPGS 285-C

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. R. H. Baldock
State Highway Engineer

Subject: 42nd Avenue Overcrossing - Time Extension

Dear Sir:

Herewith application of the contractor, consent of surety, and concurrence by the Public Roads Administration for the extension of the contract time for completion of the 42nd Avenue Overcrossing in Multnomah County to and including July 9, 1939, without penalty to the contractor.

The contract provided that all work with the exception of the removal of the old structure should be completed on or before January 31, 1939, and that the contractor should remove the old structure within 15 days after notice to proceed. On account of inclement weather an order was issued to discontinue painting until more suitable weather in the spring. This painting was completed immediately upon notification to proceed.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc H. B. Glaisyer

42nd Avenue Overcrossing—Barham Brothers, contractors—
Contract No. 2078

Form E-20—5M—4-'39

#2078

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1939

From: G. S. Paxson

To: Mr. H. B. Glaisyer

Subject: Airport Road Grade Separation

Dear Sir:

For your information, Barham Brothers completed the work on the Airport Road grade separation, contract number 2078, in Multnomah County, on July 8, 1939. This is not within the time specified for completion, and we are arranging with the contractor to present a request for a time extension.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE 8/18/39
Secretary

RECEIVED
JUL 24 1950
FCRM

WPRS 285-12

July 24, 1950

United States Fidelity & Guaranty Company,
McCollister & Campbell, Agents,
500 Central Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2078, for the construction of an overcrossing over the O. W. R. R. & N. Company tracks (42nd Ave.) on the Airport Road in Multnomah County, has been completed by the contractors, Barham Brothers, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 5, 1950.

The State has been advised of the following claims against this contract: Poole & McGonigle, for material, amount not stated; Willamette Hauling Co., $75.00, for equipment rental. You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $59,516.47, including the final payment. Of this amount $11.80 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

WPC-1 285-B

#2078

June 7, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 6, 1939, enclosing three copies of a notice of claim by Willamette Hauling Company in the amount of $75, covering work on the 42nd Avenue North viaduct job in Portland, against Burham Bros., in connection with State Highway Contract No. 2078.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

June 7, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from the office of the Secretary of State three copies of a notice of claim by Willamette Hauling Company in the amount of $75 against Barham Bros., covering work on the 42nd Avenue North viaduct in Portland, being State Highway Contract No. 2078.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith a copy of this notice of claim for your information and action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Barham Bros.
1010 N. 18th Street
Salem, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUN 7 - 19[illegible]
STATE HIGHWAY COMMISSION

June 6,1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Willamette Hauling Co. for $75.00 covering work on the 42nd Avenue North viaduct job in Portland against the bond taken from Barham Bros. which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

Mrs Lewis
for usual letter
6/7/39

COPY

WILLAMETTE HAULING CO.
1726 N. Flint Avenue
Heavy Hauling - Crane Service - Hoisting - Storage
Portland, Oregon

June 5, 1939

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Willamette Hauling Company has a claim for the balance of rental of a crane for use in Oregon State Highway construction in the sum of seventy-five dollars ($75.00) against the bond taken from Barham Bros. for the work on 42nd Avenue North viaduct job in Portland.

Respectfully yours,

WILLAMETTE HAULING COMPANY

By VERN VAN HORN
PRES.

VVH:EB

Endorsed: File No. 2831
Filed June 6, 1939
EARL SNELL
Secretary of State

PROJECT _ _ Airport Road Overcrossing _ _ _

#2078

RECEIVED
APR 4 - 1939
FEDERAL PUBLIC
LDH 285-B

April 3, 1939

E. L. McDougal
Attorney at Law
American Bank Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 1, concerning the Barbam Brothers contract, No. 2078, for the construction of an overcrossing over the O.W.R.R. &N. Company's tracks on 42nd Avenue, Multnomah County.

You are advised that this contract is not yet completed and it will probably be some time yet before it is completed and accepted, due to painting operations which cannot be performed until the weather is favorable.

This contract was awarded to the above firm on June 2, 1938, and the original date of completion was January 31, 1939. The bond furnished was written by the United States Fidelity & Guaranty Company, for whom the late Walter F. Cline was resident agent.

In accordance with your request, we are sending you under separate cover a certified copy of this contract. However, we will expect you to file an affidavit of claim, in accordance with Section 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

LAW OFFICES OF
E. L. McDOUGAL
1401-1407 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
H. LAWRENCE LISTER
W. A. PALMER

April 1, 1939

RECEIVED
APR 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

A client of this office, Poole & McGonigle Steel Co., Inc., has an unpaid account with Barham Bros. of Salem, Oregon, for structural steel which was furnished for the E. 42nd Avenue overhead crossing in Portland, Multnomah County, Oregon, sometimes known as the airport road crossing.

Will you kindly advise me the date of the contract, when it was completed by the contractors and when the project was accepted by the State Highway Commission, what surety company carried the bond on the contract and would appreciate receiving a copy of the contract between the State Highway Commission and Barham Bros.

Yours very truly,

E. L. MC DOUGAL

5:HB

Secretary

JM:MBL

#2078

RECEIVED
MAR 15 1939
FILING
UE-1285-B

March 14, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Operating Department
Pittock Block
Portland, Oregon

Dear Mr. Murray:

Reference is made to your letter of March 13, concerning the Barbam Brothers contract, No. 2078, for the construction of an overcrossing over the O.W.R.R.& N. Company tracks (42nd Avenue), Airport Road, Multnomah County.

You are advised that, on account of certain painting work which cannot be performed until weather permits, this contract has not yet been completed. We will advise you at a later date when the contract has been completed and accepted by the Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

RECEIVED
MAR 14 1939
OREGON
STATE HIGHWAY COMMISSION

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

March 13,1939

Mr.H.B.Glaisyer,
Secy,Oregon State Highway Comm,
Salem, Oregon

Dear Sir:

Will you please refer to your letter November 23,1938, concerning your contract No.2078 with Barham Bros, for construction of N.E.42nd Ave overcrossing, Portland, and advise

1. Date work was completed and f this contract,and
2. Date same was accepted by the Commission.

This information is desired for our final records.

Yours very truly,

S. Murray

RECEIVED
JAN 31 1939
ENGINEERING
U P & T
1st-R

2078

January 3, 1939

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Barlum Bros., on Contract No. 2078, Overcrossing over the O. W. R. R. & N. Company tracks on the Airport Road in Multnomah County. This payment will be made on or after January 18, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-E-1 1500 10-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
NOV 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 28, 1938

Barhan Brothers
1010 North 18th Street
Salem, Oregon

NOTED
C. R. McCulloch

Gentlemen:

Weather conditions are such that in our opinion it is not possible to secure a satisfactory paint job on the structural steel painting yet to be done on the 42nd Avenue Overcrossing.

Upon receipt of this letter you will discontinue the painting of structural steel until further instructions from this office. The date upon which operations may be resumed will depend upon weather conditions in the spring.

An extension of time sufficient to compensate for delays occasioned by this order will be recommended to the Highway Commission for approval.

It is our understanding that you are agreeable to this suspension of work, and that no claim for additional compensation will be submitted by you because of such suspension of work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

[redacted] CH
cc R. H. Baldock ✓
Bureau of Public Roads
E. A. Collier
J. T. Skelton

November 23, 1938

Mr. S. Murray
Resident Engineer
Union Pacific Railway Company
Pittock Block
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of November 18, concerning contract for the construction of the 42nd Avenue Overcrossing, our number 2078, Barham Bros., contractors.

You are advised that this contract was approximately 92% complete on November 15. The estimated date of completion is January 31, 1939. The estimated total cost of the project is $41,537.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:[redacted]

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

RECEIVED
NOV 19 1938
OREGON
STATE HIGHWAY COMMISSION

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON
November 18,1938

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Will you kindly advise for records of our Omaha office the approximate data for grade separation project at 42nd Ave Portland, as follows:

1. Estimated per cent completed as of December 31,1938.
2. Estimated date of completion of project.
3. Estimated total cost of project.

An early reply will be greatly appreciated.

Yours very truly,

S MURRAY

#-078-

REFERRED TO
SECRETARY

Nov. 15-
E- 38,479.15
G- 3,115.31
B- 35,363.84
92%

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 285-B (1)
Airport Road overcrossing
Airport Road

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

EK-A4pr 8056

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGS 285-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept., 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 16th day of January, 1936, a project statement, which was approved by the Secretary on the 28th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 10th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty thousand, and 00/100

dollars ($ 20,000.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ~~from funds appropriated under act approved April 8, 1935~~ (Include date and citation of act of legislature by which authorized) ~~(Public Res., No. 11, 74th Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, laws 1917; Chap. 31, laws 1930.~~

(*b*) From other sources .....

.....

.....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ~~survey station 20+95, and survey station 25+80; all in the West 1/2, Section 18, T. 1 N., R. 2 E., W. M.~~

.....

.....

.....

.....

, length ~~0.055~~ / of a mile, in ~~Multnomah~~ County, being Section ~~B(1)~~ of ~~Oregon U. S. Works Program~~ project No. ~~WPGS 265~~, consisting of ~~miles of roadway and~~ Grade Crossing ~~one~~ bridges, each of more than 20 feet clear span, ~~0.035~~ of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2(1) of said project shall not in any event exceed the sum of twenty thousand, and 00/100 dollars ($ 20,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-six thousand, seventy-five and 00/100 dollars ($46,075.00), the approved total estimated cost of Section 2(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, and of laws which have been or will be made applicable thereto by said State in the manner hereinafter set forth, to wit: Said project will be maintained in (Include reference to statute authorizing funds and probable amount annually available) compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Multnomah, pursuant to its agreement with the Highway Department dated June 2, 1938.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—8518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 21 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U. S. Works Program Grade Crossing WPGS 325-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 46,075.00 as the total estimated cost of said project, and the sum of $ 20,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 21 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By W. D. Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4220

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1938
FOR FILING
U.P. 1-1263-B

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
October 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith six copies of sub-contract agreement for painting Bridge No. 2485 on the 42nd Avenue extension.

Under the terms of this sub-contract the Industrial Spray Painting Company undertake the painting work for a consideration of $675 to be paid them by Barham Bros., the general contractors.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

RECEIVED
SEP 30 1938
FOR FILING

WPGS 285-B-1

September 30, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Airport Road Overcrossing, Project No. WPGS 285-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
SEP 26 1938
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPG S 285-B (1),
Airport Road Overcrossing,
Airport Road.

September 23, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 21 1938
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-8-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE
H. S. LAWYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
September 8, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith six copies of a Price Agreement covering extra cost for placing concrete for a smoke guard on the Airport Road Crossing, as worked out by Mr. T. Skelton and signed by Contractor Barham.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. PLAISTER, SECRETARY

RECEIVED
SEP 2 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 30 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
August 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: C. S. Paxson

Dear Sir:

Received a copy of your letter to J. T. Skelton concerning curb markers and name plates for the Airport Road Overcrossing structure.

Herewith a Department Order for curb markers. Our plans do not include construction of any curbs or sidewalks, hence curb markers are desirable.

Name plates will be placed, if you so order and have them sent. Otherwise, they will be omitted. It would appear to me that since this is simply an overcrossing structure, the bronze name plates could be omitted.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Airport Road Overcrossing Section, Project No. WPGS 285-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 285-B(1)

AIRPORT ROAD OVERCROSSING

OF THE AIRPORT ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1938

1,200	cu. yds.	Structural Excavation	$ 1.75	$ 2,100.00
50	cu. yds.	Structural Excavation Below Plans	2.00	100.00
440	cu. yds.	Class "A" Concrete	18.00	7,920.00
270	cu. yds.	Class "D" Concrete	18.50	4,995.00
105,000	lbs.	Metal Reinforcement	.0425	4,462.50
300,000	lbs.	Structural Steel	.055	16,500.00
620	Lin. ft.	Metal Handrail	8.00	4,960.00
All Required		Remove Old Structure		500.00
				$ 41,537.50

Work to be Performed by Railroad Company Forces

All Required	Move and Rearrange Telegraph and Signal Lines, Fences and Install Guard Rail	$ 350.00
	Subtotal	$ 41,887
	10% Engr. & Cont.	4,188
	Total	$ 46,075
	Length	.055 mile

WPGS Funds Requested - $ 10,000
State Funds - 36,075

$ 46,075

Estimated Labor Required	14,000 man-hours
Cost of Labor	$ 11,000
Cost of Materials	$ 24,000

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Funds for Maintenance: See agreement executed by County May 18, 1938 and by Highway Commission June 2, 1938

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 285-B-1

AIRPORT ROAD OVERCROSSING

OF THE AIRPORT ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 16, 1938

1,200	cu. yds.	Structural Excavation	$ 2.00	$ 2,400.00
50	cu. yds.	Structural Excavation Below Plane	5.00	250.00
440	cu. yds.	Class "A" Concrete	20.00	8,800.00
270	cu. yds.	Class "B" Concrete	21.00	5,670.00
105,000	lbs.	Metal Reinforcement	0.05	5,250.00
300,000	lbs.	Structural Steel	0.075	22,500.00
620	lin. ft.	Metal Handrail	5.00	3,100.00
All Required		Remove Old Structure		500.00
				$ 48,470.00

Work to be Performed by Railroad Company Forces

All Required	Move and Rearrange Telegraph and Signal Lines, Fences and Install Guard Rail	$ 350.00
	Subtotal	$ 48,820
	10% Engr. & Cont.	4,882
	Total	$ 53,702

Length .055 mile

WPGS Funds Requested	$ 10,000
State Funds	43,702
	$ 53,702

Estimated Labor Required	14,000 man-hours
Cost of Labor	$ 11,000
Cost of Materials	$ 24,000

MOVE AND REARRANGE TELEGRAPH AND SIGNAL LINES.

[redacted] AND INSTALL GUARD RAIL

Work to be performed by Union Pacific Railroad Company's Forces

Install Guard Rail 150' in length.....	$ 90.00
Rearrange Telegraph and Signal Lines.....	150.00
Move and Reconstruct Right of Way Fence.....	60.00
Flagmen.....	50.00
	$ 350.00

RECEIVED
JUN 28 1938
FOR FILING
285-G

June 28, 1938

Barham Bros.
1010 North 18th St.
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of Contract No. 2078 awarded to you on June 2, 1938, for the construction of the Airport Road Overcrossing on Northeast 42nd Avenue over the O.W.R.R.& N. tracks at Northeast Portland Highway, in Multnomah County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 25 1938
FOR FILING

285-B

June 25, 1938

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box #5300,
Portland, Oregon.

Dear Sir:

In accordance with your request of June 23rd I am handing you herewith an additional print of the second page of the bid tabulation for Oregon WPGS 285-B, Airport Road Overcrossing.

I am also enclosing copies of our notice of awards made at the June 2nd and 3rd meeting of the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
JUN 24 1938
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please send us an additional print of the second page of the bid tabulation for Oregon WPGS 285-B, Airport Road Overcrossing near Portland, bids for which were opened June 2nd.

Our files do not indicate that we have received a copy of the notice of awards made at the June 2nd and 3rd letting. Will you please send us the usual number of copies at your convenience.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
BY SECRETARY

WPGS 285-B

COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 265-B, FAS 279-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

WPJ 1285 B
P
Y

June 16, 1938

Mr. H. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, FPGS 285-B, FAS 20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 265-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:HE

Encl.

Copy for Mr. Nash

FORM S-A-1 REV 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, ROSEBURG
H. P. ALDRICH, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 17 1938
FOR FILING

W P G S 285-B

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No.

June 16th, 1938

Mr. F. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

NOTED
State Highway Engineer

I am advised by Mr. O'Neill that the improvement of the curve at Columbia Boulevard and 47th Avenue on the Airport Road Overcrossing project, is contemplated by the plans. It is shown dotted on the profile and map merely to distinguish the grade line on 47th Avenue from the grade line on Columbia Boulevard.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
By

E. E. Smith
Construction Engineer

HES:AR

cc to: R. H. Baldock

RECEIVED
JUN 13 1938
FOR FILING

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS
300 CENTRAL BUILDING
SEATTLE, WASH.

WP: L285-13

June 9, 1938

RECEIVED
1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: Contract #2078, Improvement Airport Road, Multnomah County, over O.W.R.R.& N. Company's tracks - Barham Bros.

We are sending you under separate cover four copies of the bond and contract which have been executed on behalf of the contractors and by ourselves on behalf of the surety company. We trust that you will find these in proper shape for your approval.

Will you kindly forward the surety company's copy of the contract direct to this office and greatly oblige.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.,

By D H McCollister

DHM/H

WPGS 285

June 8, 1938

Mr. Oscar Cutler

O F F I C E

Dear Sir:

I am handing you herewith five copies of an agreement with Multnomah County covering maintenance of a portion of N.E. 42nd Avenue and N.E. 47th Avenue, WPGS 285, which is being constructed by the state.

I am retaining the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

285-L

June 7, 1938

BARHAM BROS.
1010 N. 18th Street
Salem, Oregon

Gentlemen:

We hand you herewith four copies of Contract No. 2078 which was awarded you on June 2, 1938, by the State Highway Commission for the construction of a bridge to carry the Airport Road (42nd Avenue) over the O.W.R.R.& N. Company's tracks in Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages of Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 6 1938
FOR FILING

285-B

June 6, 1938

Barham Bros.
865 North Winter St.
Salem, Oregon

Gentlemen:

The State Highway Commission on June 2, 1938, awarded you the contract for construction of the Airport Road Overcrossing on Northeast 42nd Avenue over the O.W.R. R. & N. tracks at Northeast Portland Highway, in Multnomah County. This award was based on your low bid of $41,537.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon WPGS 285-B, Airport Road Overcrossing on N.E. 42nd Avenue over O.W.R.& N. tracks at Northeast Portland Highway, to Barham Bros., Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 21 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon WPGS 285-B (1), the Airport Road Overcrossing section of the Airport Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval by the Union Pacific Railway Company of the detailed plans for the structure.

Our approval is also subject to the usual showing of the availability of relief labor.

Very truly yours,

W. H. LYNCH
District Engineer

Copy to Ramsey, May 23rd
Jhl

Labor approval secured.
May 24th.
Cutler

RECEIVED
AUG 19 1938
FOR FILING

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY
RESIDENT ENGINEER

PORTLAND, OREGON
May 14,1938

MAY 16 1938

Mr.G.S.Paxson,
Bridge Engineer,
State Highway Dept,
Salem,Oregon

Dear Sir:

Re proposed Airport overcrossing,Troutdale main line,near N.E.42nd Street, and telephone conversation with you today:

The estimated cost of the work to be performed by the Railroad Company on this job as outlined in the easement agreement which has now been executed,is as follows:

Install one track guard rail 150' in length	$90
Rearrange railroad and WU telegraph line	150
Move and reconstruct right of way fence as necessary	60
Flagmen	50
Railroad inspector	600
Total	$950

a. State to remove present timber overcrossing on 45th ave.
b. Barricade old road to be vacated.
c. Construct new overcrossing.

County to acquire and furnish necessary right of way outside the limits of the railroad right of way.

Yours truly,

S MURRAY

May 16, 1938

Memorandum to J. W. Nash:

Herewith a copy of the agreement between the State, Multnomah County, and the Union Pacific Railroad on the Airport Road Overcrossing. I have been advised that the original agreement has been executed by the railroad company officials in Omaha and will be sent us immediately. I have sent three copies of this agreement to the Bureau of Public Roads in conformance to the terms of Memorandum 39.

G. S. Paxson

GSP DK
Attachment

THIS AGREEMENT made and entered into this 2nd day of May, 1938, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee, UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroad Companies"), parties of the first part; the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part, and the COUNTY OF MULTNOMAH, a county of the State of Oregon (hereinafter called "County"), party of the third part.

W I T N E S S E T H:

RECITALS:

Pursuant to authority therefor granted by Order No. 5504 of the Public Utilities Commissioner of Oregon, dated April 20, 1938, the State, with the aid of funds provided by the United States Government, is about to construct for the benefit of the County, an overhead viaduct extending over and across the right of way and tracks of the Railroad Companies in the location hereinafter described. The County has applied for and desires to obtain from the Railroad Companies an easement therefor, which easement the Railroad Companies are willing to grant upon and subject to the terms, provisions and conditions hereinafter contained.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. (a) So far as they lawfully may do so, the Railroad Companies hereby grant to the County, subject to each and all of the terms, provisions, conditions and covenants herein contained, a license, permit and easement to construct and thereafter maintain, repair, renew and use a county road over, upon and across the right of way and tracks of the Troutdale main line of the Railroad Companies, above the surface thereof, by means of a bridge or viaduct over and across said tracks and right of way, to be constructed as hereinafter provided, within the following described area, situate in the County of Multnomah, State of Oregon, to-wit:

A strip of land one hundred (100) feet wide situate in the William Hall Donation Land Claim in Section Eighteen (18), Township One (1) North, Range Two (2) East of the Willamette Meridian, in Multnomah County, Oregon, and being all that part of the hereinafter described tract of land heretofore conveyed to The Oregon Railroad and Navigation Company, predecessor of the Oregon-Washington Railroad & Navigation Company, by John T. Moe and wife by deed dated March 1, 1910, and recorded in Book 494 on page 48, records of deeds of said county, that lies within fifty (50) feet on each side of the hereinafter described center line of the Airport Road as surveyed and located, said tract of land heretofore conveyed to said The Oregon Railroad and Navigation Company by said deed dated March 1, 1910, being described as follows, to-wit:

Beginning at a point in the east boundary line of the William Hall Donation Land Claim, which said point is four hundred thirty-five and eighty-five hundredths (435.85) feet north of the southeast corner of said donation land claim;

thence northerly a distance of one hundred forty (140) feet, more or less, to a point which is fifty (50) feet distant northerly, measured radially, from the center line of the main track of said Railroad Company;

thence westerly parallel with and fifty (50) feet distant northerly, measured radially and at right angles, from said center line of main track, a distance of seven hundred nineteen (719) feet to a point;

thence south a distance of two hundred twenty (220) feet to a point;

thence easterly a distance of six hundred eighty-nine and sixty-two hundredths (689.62) feet to the point of beginning.

Said center line of Airport Road, hereinbefore referred to, is described as follows, to-wit:

Beginning at a point on the west line of said Section Eighteen (18) that is two hundred seventy-eight and seventy-three hundredths (278.73) feet distant south Zero degrees twelve minutes East (S. 0° 12' E.) from the south line of the William Hall Donation Land Claim, measured along said west line of Section Eighteen (18);

thence northerly along a spiral curve to the right having a rate of change of one and seventy-five hundredths (1.75) of a degree for each one hundred (100) feet of length and an angle of fourteen degrees (14°) a distance of four hundred (400) feet to a point;

thence northeasterly along a curve to the right having a radius of eight hundred nineteen and two hundredths (819.02) feet a distance of six hundred ninety-seven and thirty-four hundredths (697.34) feet to a point in the center line of the main track of said Railroad Company designated as Railroad Engineer's Station 743 plus 10.6 and also

designated as Highway Engineer's Station L21 plus 71.4; a tangent to said center line of Airport Road at said Station L21 plus 71.4 forms an angle of forty-two degrees and fifty-eight minutes (42° 58') from southeast to northeast with said center line of main track;

thence continuing northeasterly along said curve to the right a distance of two hundred six and forty-seven hundredths (206.47) feet to a point beyond the northerly right of way line of said Railroad Company.

The area herein described is shown and indicated by outline of yellow color upon the blue print drawing No. 53294, dated April 1, 1938, hereto annexed, marked "Exhibit A", and by this reference made a part of this agreement.

(b) The above-described premises shall be used by the County solely for the purposes aforesaid and not otherwise, and if at any time the property of the Railroad Companies hereinbefore in this section described, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easement hereby granted as to such property or parts thereof shall cease and terminate.

(c) The County shall never suffer or permit the property of the Railroad Companies hereinbefore in this section described, or any part thereof, to be used by any person, persons, company or companies, other than the Railroad Companies, for railroad purposes or for any purposes incidental thereto, and shall not grant any right, franchise or privilege therefor, without the written consent of the Railroad Companies thereto.

(d) The State shall enjoy the benefit of the foregoing license, permit and easement granted to the County, so far as may be necessary to enable the construction of said viaduct and its appurtenances over and across the right of way and tracks of the Railroad Companies.

(e) The rights hereby granted shall be and are subject to all outstanding superior rights, whether public or private, and the Railroad Com-

panies reserve the right to use the property hereinbefore described, for any and all purposes not inconsistent with the license, permit and easement hereby granted, and particularly reserve the right, subject to said easement, to construct additional track, tracks or facilities upon, along, over and across the area described, at any time and from time to time as and when the Railroad Companies determine so to do.

(f) The County, without expense whatsoever to the Railroad Companies, shall acquire all such property outside of the right of way of the Railroad Companies as may be necessary for the construction and maintenance of said overhead bridge or viaduct.

(g) It is expressly understood that no right is hereby granted for the construction of the proposed Northeast Portland Highway of the State, and the Railroad Companies hereby expressly reserve the right to grant such right of way to the State for such consideration as may be agreed upon between the Railroad Companies and the State.

Section 2. The State in substantial conformity with detailed plans and specifications to be prepared by it and submitted to and approved by the Railroad Companies before commencement of the work, also in conformity with Order No. 5504 of the Public Utilities Commissioner of Oregon dated April 20, 1938, and also in conformity with General Administrative Memorandum No. 39 of the United States Bureau of Public Roads dated December 23, 1937, shall and will with reasonable dispatch furnish all material and labor for and perform and complete all excavation, construction and other work, and construct and complete as expeditiously as possible, an overhead bridge or viaduct carrying said Airport Road, being an extension of Northeast 42nd Avenue, over and across the tracks and right of way of the Railroad Companies' Troutdale

main line, above the surface thereof, within the area described in Section 1 of this agreement, together with all appurtenances thereof and facilities for drainage thereof. Said work shall be completed in a substantial and permanent manner and placed in such condition as not to interfere with or endanger the Railroad Companies' property or operations. The approval of said plans and specifications by the Railroad Companies shall not operate to relieve the State from any responsibility for the safe, suitable and adequate construction of said bridge or viaduct, appurtenances and drainage facilities.

Section 3. From and after the completion of said bridge or viaduct by the State, the County at its own expense and without cost or expense whatsoever to the Railroad Companies, shall and will at all times keep and maintain said viaduct and approaches thereto and appurtenances thereof, and each and every part thereof, in good condition and repair so as not to damage or interfere with or endanger the property or operations of the Railroad Companies.

Section 4. The Railroad Companies at the expense of the State shall and will:

(a) Furnish and install a single guard rail in their track underneath said viaduct;

(b) Rearrange telegraph and/or telephone lines of the Railroad Companies and The Western Union Telegraph Company, to the extent necessary;

(c) Remove and reconstruct right of way fences to the extent necessary;

(d) Furnish flagman or flagmen at the site of the work when necessary in the judgment of the Railroad Companies;

(e) Furnish inspector at the site of the work during the progress thereof; but the wages of said inspector shall not exceed Two Hundred Dollars ($200.00) per month.

The State shall and will reimburse the Railroad Companies for the expenses in this section mentioned, promptly upon receiving bill or bills therefor.

Section 5. The State as a part of said project shall and will without cost or expense to the Railroad Companies, promptly upon completion of said viaduct dismantle and remove the present timber viaduct over and across the tracks and right of way of the Railroad Companies at Northeast 45th Avenue, and leave the premises in a condition satisfactory to the Railroad Companies, and will also furnish and install barricades to prevent travel by the public upon and along said Northeast 45th Avenue. As soon as the viaduct on Northeast 42nd Avenue is available for public travel, the County shall forthwith, upon its own initiative and in the manner and form provided by law, permanently vacate and close said Northeast 45th Avenue from and between the south boundary line of the Railroad Companies' right of way and the south boundary line of Columbia Boulevard, and furnish the Railroad Companies satisfactory evidence of such vacation and closing.

Section 6. It is understood and recognized that safety and continuity of railroad and telegraph operations are of the utmost importance, and in order that same may be adequately safeguarded, protected and insured, and in order that accidents may be prevented and avoided during the construction period, it is agreed:

(1) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of said line of railroad, tracks, or appurtenant facilities of the Railroad Companies or of the wires or other facilities of the Telegraph Company.

(2) The State, at its own expense, shall adequately police and supervise all work to be performed by it hereunder, and shall regulate the conduct

of same in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operations of the Railroad Companies or of the Telegraph Company, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad Companies or the Telegraph Company may be responsible, or to property of the Railroad Companies or of the Telegraph Company.

(3) If at any time the Railroad Companies or the Telegraph Company and the State Highway Engineer or his authorized representatives shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(4) The State shall not suffer or permit debris incidental to the improvement, maintenance, repair or renewal of said viaduct to foul the drainage ditches or ballast or roadbed of the Railroad Companies, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(5) The State at its own expense will provide suitable facilities for draining said viaduct and shall not suffer or permit drainage waters therefrom to flow or collect upon property of the Railroad Companies.

(6) The State shall not place any explosive or combustible material upon, along or about the premises of the Railroad Companies nor erect any structure thereon except said viaduct and temporary falsework therefor, nor cause or permit the view along the tracks of the Railroad Companies to be obstructed, nor obstruct or interfere with the drainage ditches of the Railroad Companies.

(7) To the extent the State shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroad Companies or to create new slopes for the accommodation of said viaduct, the State shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroad Companies.

Section 7. In the maintenance, repair and renewal of said viaduct at Northeast 42nd Avenue, the County shall and will observe each and all of the provisions contained in Section 6 hereof to be observed and performed by the State in the construction thereof, and shall give reasonable notice of the time when such work of repair, maintenance or renewal shall commence, which notice shall be given to the Resident Engineer or Superintendent of the Railroad Companies, and the County shall cooperate with representatives of the Railroad Companies and The Western Union Telegraph Company in every reasonable way for the adequate protection of railroad and telegraph facilities and operations during the progress of said work.

Section 8. Neither the approval of the plans and specifications for said viaduct by the Railroad Companies nor the furnishing of an inspector or of flagmen by the Railroad Companies nor any other precautionary measure taken by the Railroad Companies shall operate to relieve the State and/or the County of primary responsibility for the safe conduct of the work to be performed by the State and County respectively.

Section 9. The State shall require every contractor with whom it enters into a contract for the performance of any work to be done by it in

connection with the construction of the viaduct at Northeast 42nd Avenue and removal of the viaduct at Northeast 45th Avenue and work incidental thereto, to procure at the expense of such contractor, with respect to the operations such contractor or such contractor's subcontractors perform, and keep in full force and effect during the progress of the work, regular protective public liability insurance for and in behalf of and in favor of the Railroad Companies and The Western Union Telegraph Company, with a responsible insurance company and in form acceptable to the Railroad Companies, providing

(a) for a limit of not less than Fifty Thousand Dollars ($50,000.00) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of One Hundred Thousand Dollars ($100,000.00) for all damages arising out of bodily injuries to or death of two or more persons in any one accident; and

(b) for a limit of not less than Twenty-five Thousand Dollars ($25,000.00) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit per accident, a total or aggregate limit of Fifty Thousand Dollars ($50,000.00) for all damages arising out of injury to or destruction of property during the policy period.

Said policy or policies shall be delivered to and remain in the possession of the Railroad Companies. The term "persons" as herein used shall include passengers of the Railroad Companies and employes of the Railroad Companies and the Telegraph Company as well as other persons, and the term "property" as herein used shall include property in the custody of the Railroad Companies and property of the Railroad Companies and the Telegraph Company as well as other property.

Section 10. This agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

By _____
President

Attest:

_____
Secretary

UNION PACIFIC RAILROAD COMPANY

By _____
President

Attest:

_____
Secretary

STATE OF OREGON
STATE HIGHWAY COMMISSION OF OREGON

(Sg.) By Henry F. Cabell
Chairman

(Sg.) E. B. Aldrich
Commissioner

(SEAL)

(Sg.) F. L. Tou Velle

Attest:

As State Highway Commission of Oregon.

(Sg.) H. B. Glaisyer
Secretary

COUNTY OF MULTNOMAH

(Sg.) By F. L. Shull
Chairman

(SEAL)

(Sg.) B C. A. Bigelow
Commissioner

(Sg.) Erwin A. Taft
Commissioner

As Board of County Commissioners of the County of Multnomah, State of Oregon.

Attest:

(Sg.) A. A. Bailey
County Clerk

WPGS 285-B

March 22, 1938

Mr. F. N. Finch
General Manager, Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon

Dear Sir:

With further reference to your communications of March 7 and February 25, relating to the proposed overhead crossing between N.E. 42d Avenue and N.E. 45th Avenue in Portland, otherwise known as the Airport Road, please be advised that we have requested the county to furnish certain rights of way for this road.

Very truly yours,

State Highway Engineer

RHB:HI

Standard
Form 2104
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
MAR 8 - 1938
STATE HIGHWAY COMMISSION

March 7, 1938.
C 9016 32 4.

Mr. R. H. Baldock,
State Highway Engineer.
Salem, Oregon.

Dear Sir:

Your letter of March first, proposed overhead crossing - Airport Road, Portland:

Before handling further with the County the question of right of way for the new bridge on Forty-Second Avenue, I shall appreciate advice from you as to what if any understanding you had with the County when you made statement in your letter of December 29, 1937 to me as quoted in my letter to you February 25th.

Yours truly,

D. H. Hurd

March 1, 1938

Mr. F. E. Finch
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 25, 1938, relative to the proposed Airport Road Overcrossing. Our letter of December 29, 1937 had reference to clearances and track arrangement and on these I believe we are now in agreement. This structure is on a county road and, if the project is to be put on, the county must agree to assume the cost of maintenance and right of way.

We are not familiar with the agreement between your company and the county relative to the existing overcrossing on Northeast 45th Avenue, nor with the merits of the claim of Multnomah County that you bear a portion of the costs of right of way for the proposed structure.

Very truly yours,

State Highway Engineer

RHB:HI
cc G. S. Paxson

Standard
Form 2104
7-27-5,000

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED

Feb. 25, 1938.

Mr. R. H. Baldock,
State Highway Engineer.
Salem, Oregon.

Dear Sir:

Please refer to your letter of December 29, 1937 (copy attached for ready reference) with reference to proposed overcrossing of the Union Pacific Railroad between Northeast 42nd Avenue and Northeast 45th Avenue, Portland in which you stated:

> "This proposed overcrossing will serve the new Airport Road and will take the place of the present timber overpass on Northeast 45th Avenue."

I am enclosing herewith copy of a letter from Geo. W. Buck, Roadmaster of Multnomah County. We assume that the statements made in your letter are definite and therefore we are rather at a loss to understand Mr. Buck's letter in which he apparently is attempting to get us to contribute toward purchase of the right of way necessary for approaches which is an obligation resting on the County. He is apparently basing his argument that we should do so in order to excape liability of maintaining the present 45th Avenue overcrossing, something that we understand was taken care of in your letter of Dec. 29, 1937.

Will you kindly advise.

Yours truly,

F. N. Finch

(COPY) Oregon State Highway Commission.

Salem, Ore.
Dec. 29, 1937.

FEB 28 1938

Union Pacific Railroad Company.
Pittock Block.
Portland, Ore.

Attention Mr. Sam Murray.

Gentlemen:

I am sending you herewith prints from our drawings numbered 6431 and 6398, vicinity maps for a proposed overcrossing of your railroad between Northeast 42nd Avenue and Northeast 45th Avenue in Portland. This proposed overcrossing will serve the new Airport Road and will take the place of the present timber overpass on Northeast 45th Avenue. I am asking that you look into this matter and advise me as to the track arrangement and clearances which you consider necessary.

Very truly yours,

R. H. Baldock,
State Highway Engineer.

By G. S. Paxson.
Bridge Engineer.

(COPY) Multnomah County.

Portland, Ore.
Feb. 15, 1938.

FEB 28 1938

Mr. F. N. Finch, Gen. Mgr.
Union Pacific System.
Portland, Ore.

Dear Sir:

The State Highway Department have submitted to me, proposal to build a grade separation over your freight line on the extension of N.E. 42nd Avenue curving to the east, crossing your line at your Station 743 / 10.6 and intersecting the Columbia Boulevard at N.E. 47th Avenue.

They hope to be able to build this out of savings of Federal Funds from other projects under the Government allotment for Grade Separation and under which it is specified that the railroad companies are not to be charged for any of the costs, but the counties mustpay all of the right of way and damage expense; also such other expenses incident to the construction that are not covered by the Federal act.

Your company has an overcrossing constructed at N.E. 45th Avenue which is your liability to maintain, and the County is willing to enter into an agreement with your company permitting the abandonment of this overcrossing as a consideration for assisting the County in obtaining the right of way for the new proposed overcrossing.

We feel that we are justified in making this request regardless of the Federal regulations in regard to the overcrossings, as this is not a part of that proceeding, but in the nature of paying the County for being relieved of an existing liability. Several years ago when we were considering building this overcrossing with county funds, I talked this over with your Mr. Murray and he seemed to think it would be fair if the railroad company paid the County what it would cost the Company to rebuild this structure as a consideration for its being eliminated, because of the fact that it is not a permanent structure.

Will you kindly give this your earnest consideration as this matter is to be presented to the Public Utilities Commissioner by the State Highway Commission very soon.

Very respectfully,

Geo. W. Buck. (Sgd)

Roadmaster.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. Baldock

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Correct Project Grade Crossing

February 8, 1938

Mr. J. N. DeGuna
Assistant Attorney
O f f i c e

Dear Sir:

Herewith four prints each of Drawing 6475 which is a layout sheet for the proposed Airport Road Overcrossing of the Northeast Portland Highway and the O. W. R. & N. Company railroad tracks together with four prints each of Drawing 6396, a 1" = 40' vicinity map, and Drawing 6431, a 1" = 100' vicinity map of this same crossing. This crossing is located in the Northwest Quarter (NW1/4) of Section 18, Township 1 North, Range 2 East, Willamette Meridian. This structure will carry Multnomah County road traffic across our highway and across the railroad. It is to be built under state supervision but when completed the county must maintain the structure. The railroad will maintain their tracks, roadbed, ditches and other facilities. It is planned that this project be financed from savings in the project set up of Work Program Grade Separation Funds on projects already completed under this fund.

The railroad company with their own forces will rearrange their signal and telegraph lines and will install guard rail on their present track underneath the structure. They will also provide such engineering inspection and flagging as is necessary to safeguard railway traffic. The railroad is to be reimbursed for their expenditures in connection with this project in accordance with the terms of General Administrative Memorandum No. 39.

The structure will replace an obsolete and dangerous timber overcrossing at the place where Northeast 45th Avenue now crosses the railroad tracks. The existing structure will be torn out. The new structure will be a steel and concrete viaduct with a 26 foot roadway and a five foot sidewalk on each side. The intersection of the highway and railroad centerlines are at highway Station L 21+71.4 and railroad Station 745+10.6. The skew angle between the tangent to the highway center line and the railroad center line is 42 degrees 58 minutes. The structure provides for the overcrossing of the present railroad freight line and provides room for an additional future track on the south side of the present track. The state will construct the north end bent at highway Station 20+93.0 so that a future 47 foot span can be added which provides room for a widening of the railroad cut and the adding of a future siding to care for possible industrial development on the north side of the present tracks. The state does not agree

to pay the cost of this additional span but will leave the matter open for allocation of cost at some future date.

Clearances will be provided as shown on the layout sheet. In all cases we provide for 24 feet of vertical clearance above base of rail and 12 feet of horizontal clearance from the face of column to center line of tracks with 14 feet between track centers where two tracks are to be placed under one span.

Based on the above I would ask that you make the necessary application for a Public Utilities Commission hearing.

Very truly yours,

G. S. Paxson
Bridge Engineer

GS: DK
Enclosures
cc R. H. Baldock
H. G. Smith

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

WPGS 285-B

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 29th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

I am enclosing map and profile of the 42nd Ave. Extension, showing some modifications of grade which the bridge department found it necessary to make to accommodate an additional track demanded by the O.W.R. & N. Co. Of course, the grade between Station 122 and 128 can be altered more nearly in accordance with your original profile if you find it advisable.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

CONTRACT# [redacted] 2079

FAS 24-A(1) Carver-Redland Store Sec.,
2079 Carver-Redland Co. Road

70 1 24-1

COPY

Jan. 4, 1939

Mr. W. O. Widdows
Asst. Maint. Engineer
Shops

Dear Sir:

Temporary stakes have been set for Federal Aid Markers on the 8 Clackamas County Oiling jobs, WPSO-A to WPSO 276-A, also The Forest Grove-Balm Grove Section WPSO 293-A and Carver Redland Section, FAS 24-A.

Attached are the field notes showing the location of the markers.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H
CC to
R. H. Baldock

C
O
P
Y

January 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1) WPSO 269-A to WPSO 276-A	8 Clackamas County Oiling Jobs
(2) WPSO 293-A	Forest Grove-Balm Grove
(3) FAS 24-A	Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC C. B. McCullough
Encl.

APPROVED

R. H. Baldock

COST ANALYSIS - FINAL REPORT

Carver-Redland Section — Clackamas County

F. T. Young, Resident Engineer — Fisher Bros., Contractors

Prefix 203-1012 — Contract #2079

7A-24-a

NOTE C. E. McCulloch

Item	Bid	Quantity		Unit Bid	Unit Cost	Total Cost
Trench Excavation	$53.40	53.4	cu. yd.	1.00	0.97	$51.92
Excavation, Single Class	2,702.05	7,947.2	" "	0.34	0.30	2,398.73
Truck Haul	451.92	2,824.5	yd. mi.	0.16	0.18	510.40
Finishing Roadbed & Slopes	664.00	3.32	Mile	200.00	143.00	474.74
Rounding Cutbanks	395.40	3,295	lin. ft.	0.12	0.08	262.33
6" Perforated Concrete Pipe	13.50	27	" "	0.50	0.27	7.25
12" Concrete Pipe	201.00	201	" "	1.00	0.80	161.14
18" " "	168.30	102	" "	1.65	1.54	157.30
Salvage Culvert Pipe	38.50	77	" "	0.50	0.24	18.66
Rock Backfill in Drains	5.00	2	cu. yd.	2.50	1.18	2.37
3½" - 2" Rock in Base	11,208.75	6,405	" "	1.75	1.83	11,726.98
3/4" - 0" " " "	4,215.75	2,409	" "	1.75	1.83	4,410.66
Sprinkling	750.00	500	M-Gallon	1.50	1.04	521.55
Preparation of Base	664.00	3.32	Mile	200.00	102.00	338.64
Mineral Aggregate in Place	4,455.00	1,485	cu. yd.	3.00	3.12	4,639.63
Cutback Asphalt in Seal Coat	699.00	34.95	Ton	20.00	18.41	643.46
RC 2 Asphalt in Binder Course	1,515.08	54.11	"	28.00	21.68	1,173.11
SC 6 Road Oil in Place	1,540.80	64.2	"	24.00	21.64	1,389.30
Deduction - Royalty on Rock	- 309.03	10,301	cu. yd. at 0.03			
	$29,432.42					$28,888.17

Gross Revenue $29,432.42

Total Cost 28,888.17

Net Profit Equals $544.25 or 2% of Gross Revenue

Carver-Redland Section

Detail of Cost

Labor:

Supervision (4 Fishers)	$1,905.00	
Labor	9,391.45	
State Industrial Accident Insurance	587.38	
Unemployment & Social Security	355.73	
		$12,239.56

Materials:

RC-2	54.11 tons at $5.70	$308.43	
RC-3	31.049 " " 9.50	294.97	
"	3.898 " " 10.50	40.93	
SC-6	64.2 " " 5.70	365.94	
Sand	1 cu. yd. at 1.75	1.75	
8" Perf. Conc. Pipe	27 lin. ft. at 0.20	5.40	
12" Conc. Pipe	201 " " " 0.59	118.59	
18" " "	102 " " " 1.20	122.40	
Freight on Oil		1,008.58	
			$2,267.00

Equipment Rental, Supplies & Small Tools:

Equipment Rental	$4,281.00	
Hired Equipment	1,359.74	
Gas, Oil & Grease	2,377.61	
Explosives	1,373.60	
Small Tools & Miscellaneous Supplies	497.13	
Main Office Expense	300.00	
Bond	297.41	
Freight & Cartage	256.23	
Public Utility Commission	166.98	
Lumber	134.21	
		$11,043.91

Sub-Contractor - E. C. Gerber:

Preparation of Base	3.32 mi. at 100.00	$332.00	
Placing Min. Aggregate	1,485 cu. yd. at 1.25	1,856.25	
Oiling	153.26 tons at 7.50	1,149.45	
			$3,337.70
	Total Expense		$28,888.17

Carver-Redland Section

REMARKS:

This contract, which consisted of 3.32 miles of grading, surfacing and oiling, was bid and awarded June 3rd, 1938. Work was started June 9th, and the project was completed September 23rd.

The grading was very light work consisting of some widening and leveling up the profile of the road. The excavation was done with a 5/8 cu. yd. shovel, 4 - 3 cu. yd. trucks, a 50 h.p. diesel tractor, a 4 cu. yd. Slate scraper and a power blade.

The rock base and mineral aggregate was taken from the Fischer quarry 3.02 miles from the west end of the project. The rock in this quarry broke very big and considerable plugging and reshooting was necessary. An average of 1.14 lbs. of powder per cubic yard was required for shooting and of this amount approximately $\frac{1}{2}$ was consumed in reshooting. Rock was loaded out of the quarry with a 5/8 cu. yd. shovel and was trucked to the plant with 1 - 1$\frac{1}{2}$ ton truck. The drilling was done with a 210 cu. ft. compressor.

Four weeks were required for the plant set up, but the work was not expedited as the drilling and shooting of the quarry had not been completed. The plant was erected about 300 feet from the quarry face and consisted of a 15 " x 36" jaw crusher, a 36" gyratory crusher, a scalping screen, oil rock screen and conveyor belts. Power was supplied with a 125 h.p. diesel engine which also operated a generator that provided electricity for operation of the screens. 10,299 cubic yards of rock were produced by this plant in 352 hours for an average hourly production of 29.2 cubic yards. Two 6$\frac{1}{2}$-hour shifts were worked daily.

The 3$\frac{1}{2}$" - 2" and 3/4" - 0" base course rock was crushed at the same time. The 2" - 3/4" rock was stockpiled and then rerun through the plant for oil aggregate.

All oiling operations were sub-contracted to E. C. Gerber for the following prices: Preparation of Base, $100.00 a mile; Placing Mineral Aggregate, $1.25 per cu. yd. (the mineral aggregate was stockpiled on the job by Fisher Bros.); and Laying of Oil, $7.50 a ton. The oil was unloaded at Clackamas.

This contract was handled efficiently, but the price on rock was too low. The contractors had previous experience with the quarry, but the cost of drilling and ~~shoting~~ Shooting exceeded their estimate.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2079

November 23, 1938

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

Reference is made to your letter of November 18, concerning the Fisher Bros. contract, No. 2079, Carver-Redland Store Section, in Clackamas County.

You are advised that this job was completed September 23, 1938, and was accepted September 28, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2079

RECEIVED
NOV 19 1938
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATwater 7321

November 18, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Contract #2079
Fisher Bros.

We understand that the above indicated job has been completed.

Will you please furnish us with completion and acceptance dates of this contract.

A stamped and addressed envelope is attached for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HUNTER
Division Credit Manager

RECEIVED
NOV 14 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 24-A (1),
Carver-Redland Store
, was made by
a representative of this office on October 24, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#2079
S

RECEIVED
NOV 10 1938
FOR FILING

7ad 24-a-1

November 9, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2079, Carver-Redland Store Section of the Carver-Redland County Road in Clackamas County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 19, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $29,432.42, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAS 24-A (1)
Carver-Redland Store

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

for

Appr 36051

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 2h-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 20th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 17th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty thousand, two hundred thirty and no/100

dollars ($ 20,230.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 8+85 near the north boundary of the NE 1/4, Sec. 6, T. 3 S., R. 3 E., W.M. and survey station 185+08 in the SW 1/4, Sec. 18, T. 2 S., R. 3 E., W.M.

, length 3.318 miles, in Clackamas County, being Section A (1) of Oregon Federal Aid Secondary project No. FAS 24, consisting of 3.318 miles of roadway and no bridges, of more than 20 feet clear span

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of twenty thousand, two hundred thirty and no/100 dollars ($ 20,230.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-three thousand, one hundred fifty-nine and no/100 dollars ($ 33,159.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, and of funds which have been or will be made available thereby by said State in the manner herein set forth, to wit: Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Clackamas, pursuant to its agreement with the Highway Department, dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 19 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5018

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 24-A(1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $33,159.00 as the total estimated cost of said project, and the sum of $20,230.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of OCT 19 1938 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By *H. G. Frary*
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4880

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
NOV 9 - 1938
STATE HIGHWAY ENGINEER

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. 7a A 24

November 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Probert

Dear Sir:

Reference is made to revised project statement and sketch map for Oregon Federal Aid Secondary project FAS 24, the Clackamas-Redland Store section, received on May 25, 1938.

Inasmuch as the original project statement was forwarded for approval on May 11th and the P.S.& E. papers on May 18th, and both approved and construction completed, it is our opinion that no further action should be taken unless and until further work is to be done on the revised route, and we are therefore returning herewith the five copies of the project statement and sketch map.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

STATE Oregon

PROJECT NO. FAS 24
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 24, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Clackamas-Redland Store Sec., Clackamas-Redland Store Road
2. Between ~~control points of official description~~ a connection with State Highway No. 160 at Clackamas and a point in SW¼ Sec. 18, T. 2 S., and R. 3 E.
3. Between intermediate control points if used: ..... and .....

County of Clackamas

4. Length in miles (gross) 7.8 (net) 7.8
5. Preliminary estimate of cost: Total, $ 50,000; section of road to be first improved, $ 15,000, of which $ ..... is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: .....
(Amount.)
Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(*b*) County .....
(Amount.) (Source; refer to statute.)

9—3073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By Henry L Cabell
As Chairman
(Title of officer.)

By [signature]
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5072

CLACKAMAS - RIVERLAND STORE SEC.

CLACKAMAS - RIVERLAND STORE ROAD

CLACKAMAS COUNTY

PROJECT NO. F AS - 24

FORM S-9-1 500 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
OCT 22 1938
OREGON
STATE HIGHWAY COMMISSION

9200 S. E. McLaughlin
October 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

In connection with Fisher Bros. contract, No. 2079, Carver-Redland Store Section, a deduction should be applied to contractor's final estimate covering royalty on rock used from the quarry leased from Emielie Fischer, Owner, and Gilbert Fischer, Son and Lessee, dated May 9, 1938.

Under the terms of the contract, as set forth on Page 9 of the Special Provisions, the contractor shall reimburse the state in the amount of 3¢ per cu. yd.

The total rock taken from the quarry and used by the state was 10,301 cu. yd., which at 3¢ equals $309.03. This should be deducted from the contractor's estimate and paid to Gilbert Fischer.

The contractors and owners of this quarry are no relation to each other and you will note their names are spelled differently.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
S. H. Prebert
J. W. McCallister

RECEIVED
OCT 22 1938
FOR FILING

#2079

October 21, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros., on Contract No. 2079, Carver-Redland Store Section of the Carver-Redland County Road in Clackamas County. This payment will be made on or after October 31, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—6M—7-38

7a-d24-a-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 15, 1938, *193*

Section Carver - Redland Stroe

Kind of work Grading, surfacing and oiling

Highway Carver - Redland County Road

Section prefix 203-1012

Contractor Fisher Brothers

Contract number 2079

Date of contract June 3, 1938, *193*

Date of completion September 30, 1938, *193*

Date work started June 9, 1938, *193*

Estimated date of completion September 23, 1938, *193*

Amount of contract . . . . . $ 30,145.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 29,748.93

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1898.11, ... %

Date project was completed Sept. 23, 1938, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate for this contract delivered to the Division Office on the 11th.

RECEIVED OCT 1938 STATE HIGHWAY ENGINEER

NOTED VANCOUVER

NOTED H. N. HACKETT

Signed F. T. Young

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.32	3.32		3.32	
Miles partially completed	3.32	3.32		3.32	
Miles completed	3.32	3.32		3.32	
Total estimated quantities	7947	8814		153	
Estimated quantities moved or placed to date	7947	8814		153	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

ORM 8-8-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. S. BLAIR, SECRETARY

RECEIVED
OCT 16 1936
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Westerly Bldg.
October 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

OVERRUNS AND UNDERRUNS

CARY R - BADLAND PROJECT

PREFIX 203-1012

OVERRUNS

Sprinkling: Dry season required. Additional water to set up grade and surface.

UNDERRUNS

Truck Haul: Due to ability to use additional waste areas within shorter haul distance than anticipated in preliminary estimate.

Rock Backfill in Drains: Quantity shown in preliminary estimate in excess of needs.

SC-6 Road Oil: Quantity in preliminary estimate above quantity required under the specifications.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
CC: Mr. R. H. Baldock
Mr. S. H. Probert

RECEIVED
OCT 8 1938
FOR FILING
11-24-A

October 4, 1938

Hon. County Court of Clackamas County
Oregon City, Oregon

Gentlemen:

This is to advise that the Carver-Redland Store Section of the Carver-Redland Road, a Federal Aid Secondary Highway Project, 3.32 miles in length, has been completed by the contractor, and the road is being turned over to Clackamas County for maintenance under the terms of an agreement executed by the Clackamas County Court and the State Highway Commission June 2, 1938. This agreement provides that the county shall maintain the road in a manner satisfactory to the Secretary of Agriculture and the State Highway Department, and shall each year make proper provision for such maintenance.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. K. A. Collier

FORM S-S-1 500 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

RECEIVED
OCT 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 1 1938

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

707 24-A

October 1, 1938

203-1012

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Riddows

Dear Sir:

Thanks for your letter of September 30th, stating that the reflectorized advance warning signs and reflectorized sawbuck signs have been placed at the railroad crossing on the Carver-Redland Store County road and that this cost was $100.

I have advised Mr. Tom Davis of the U.S. Bureau of Public Roads. An estimate of $70 was based on some figures sent me by Mr. Smith on September 2nd.

I am sorry there was an over-run, but am glad the work has been completed.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PF
CC R. H. Baldock
H. G. Smith

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6
FOR FILING

66

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

File 24-12

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I have your letter of September 27th recommending against the placing of twelve fog posts on the Carver-Redland Store Section under State Force Work Order.

You suggest that I point out the necessity for fog posts to the county officials and suggest that they erect them with their own forces, inasmuch as they were not included in our contract.

We will proceed on this basis. You may destroy the State Force Work Order sent in.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. H. Baldock
P. T. Young

RECEIVED
OCT 6 [illegible]
FOR FILING

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
September 30, 1938

IN REPLY PLEASE REFER TO FILE NO.

Fa 1 24-A-1

Mr. E.A. Collier
Division Engineer
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

Reference is made to the "Order For State Force Work" to cover the placing of reflectorized railroad crossing signs on the Carver-Redland Store County road prefix 203-1012.

The work was completed this week at a cost of approximately $100.00, though your estimate was for $70.00.

There were two reflectorized advance warning signs 30 inches in diameter placed 350 feet each way from the crossing and reflectorized sawbuck signs placed at the immediate crossing. The above plan is the Bureau of Public Roads requirement.

The signs and posts cost $84.00 and the labor approximately $16.00. This is for your information in case there should be an occasion to prepare another order for some other project.

Very truly yours,

R.H. BALDOCK
State Highway Engineer

By
W.O. Widdows
Asst. Maint. Engineer

WOW:mt
cc: R.H. Baldock
J.H. Bishop

RECEIVED
SEP 29 1938

FORM S-A4 1938 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 27th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

Your attention is called to the order for state force work on the Carver-Redland Store Section for placing 12 fog posts at $2.00 each. Will you kindly explain the necessity for this order and why the work cannot be done by the county since the road is apparently now turned back to them.

On these county jobs I consider it extremely inadvisable to undertake any work not definitely contracted for, as the Bureau may not cooperate and we may have considerable difficulty obtaining a refund from the county. I would recommend that you point out the necessity for fog posts to the county officials and suggest that they erect them with their own forces.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 11-37

RECEIVED
SEP 28 1938

COMMISSIONERS
HENRY E. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE
H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 26 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM
PORTLAND, OREGON

Oregon City, Oregon
September 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

Confirming telephone conversation of this morning, work on project FAS 24 A completed this date. One man laid off.

Yours very truly

F. T. Young
Resident Engineer

CC: Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. A. Collier

FTY:HA

FORM S-S-1, 500, 8-38.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOM VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
September 23, 1938

RECEIVED
SEP 24 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith an Order for State Force Work on Carver-Redlands Store Section for finishing and placing of fog posts. This work is to be done by the Maintenance Department.

Also herewith is an Order for Extra Work on Interstate Avenue for removal of old railroad ties on the west side of the Denver Avenue fill prior to widening of the fill.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

FORM S-6-1 500 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALBRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE
H. B. CLAUSEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Building

September 16, 1938

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: W. O. Widdows

Dear Sir:

We have received an approved Order for State Force Work to place standard reflectorized signs each side of the Carver railroad crossing on the newly constructed Carver-Sudland Store Section, five miles east of Oregon City.

These signs are to be placed by the sign crew within 30 days. I have estimated the cost at $70 and charges may be made to Prefix 203-1012, Account No. 579.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM S-A-1 10M 8-38

RECEIVED
SEP 6 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 2nd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of August 30th, requesting information on reflectorized signs for the Carver-Redland Road Section.

The large signs are $30.26, with a $4.00 installation charge, and the small signs $13.27 plus the $4.00 installation cost.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Carver-Redland Store Section, Project No. FAS 24-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 24-A(1)

CALVER-REDLAND STATE SECTION

ON THE CALVER-REDLAND ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

50	cu. yds.	Trench Excavation	$ 1.00	$ 50.00
8,000	cu. yds.	Excavation, Single Classif.	.34	2,720.00
4,000	yd. mi.	Truck Haul	.16	640.00
3.32	miles	Finishing Roadbed and Slopes	200.00	664.00
3,000	lin. ft.	Rounding Cutbanks	.12	360.00
30	lin. ft.	8" Perforated Concrete Pipe	.50	15.00
200	lin. ft.	12" Concrete Pipe	1.00	200.00
100	lin. ft.	18" Concrete Pipe	1.65	165.00
70	lin. ft.	Salvaging Culvert Pipe	.50	35.00
5	cu. yds.	Rock Backfill in Drains	2.50	12.50
6,400	cu. yds.	3½" - 2" Rock in Base	1.75	11,200.00
2,400	cu. yds.	3/4" - 0" Rock in Base	1.75	4,200.00
400	M-Gal.	Sprinkling	1.50	600.00
3.32	miles	Preparation of Base	200.00	664.00
1,500	cu. yds.	Mineral Aggregate in Place	3.00	4,500.00
36	tons	Emulsified or Cutback Asphalt	20.00	720.00
58	tons	MC-2 Asphalt in Binder Course	28.00	1,624.00
74	tons	RC-6 Road Oil in Place	24.00	1,776.00
			Subtotal	$ 30,145
			10% Engr. & Cont.	3,014
			Total	$ 33,159

Length 3.318 miles
Cost per mile $ 9,993

FAS Funds Requested- $ 20,230
State Funds- 12,929

$ 33,159

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Funds for Maintenance: See agreement executed by County June 1, 1938 and by Highway Commission June 2, 1938

RECEIVED
JUL 29 1938
FOR FILING

7-A-24-a

July 28, 1938

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2079 which was awarded to you on June 3, 1938, for grading, surfacing and oiling the Carver-Redland Store Section of the Carver-Redland County Road, in Clackamas County. This copy is for your records and files.

Very truly yours,

RBG:AM

Secretary

RECEIVED
JUL 5 1938
F... ...LING
7A-24-2

June 30, 1938

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

This is to advise you that the contracts for surfacing and oiling the Carver-Redland Store Section of the Carver-Redland County Road, Contract No. 2079, were forwarded to you on June 14, 1938.

Please call at the express office in Oregon City and pick them up.

Very truly yours,

JMcF:AM

Secretary

cc - Railway Express Agency
Southern Pacific Depot
Oregon City, Oregon

DE

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

Street address where shipment is to be delivered: OREGON CITY, ORE.

City State June 29 1938

You are notified that Article — C. O. D. or Collection $ —

Forwarded by you on June 14 1938

Addressed to Fisher Bros

R 3 Oregon City, Ore

Express charges $

Your invoice or Identification No. 20 B 1616

Remains in this office undelivered because Contents Lost delivery limit. No response to postal notice

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No.

E. L. Hibbs Agent

SEE OTHER SIDE (566—6-33 PRINTED IN U.S.A.)

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED

STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Neatherly Bldg.
June 17, 1938

Attention: S. H. Probert

NOTED
State Highway Engineer

n error in typing the Record of Project Ex-
ion, Carver-Redland Store Project, in Clacka-
n shows the job prefix as 13-1012, instead of

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:LP
CC F. T. Young
R. H. Baldock

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

703.1-24-1

605 Weatherly Bldg.
June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

NOTED
State Highway Engineer

Dear Sir:

Please note an error in typing the Record of Project Expenditure Authorization, Carver-Midland Store Project, in Clackamas County. Our form shows the job prefix as 13-1012, instead of 203-1012.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:LP
CC E. T. Young
R. H. Baldock

7a-24-a

COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 185-B, FAS 7-A, FAS 263-B, FAS 278-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

fad 24-a
COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS 20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 265-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Copy for Mr. Nash

FORM B-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 17 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

Oregon City, Oregon
June 16, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Post Office Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

For your information work at the quarry site to be used in connection with the Carver - Redland Store section on the Carver - Redland County Road, FAS 24-A. started June 9th with the employment of two men.

Yours very truly

F. T. Young
Resident Engineer

CC: Mr. R. H. Baldock
Mr. E. A. Collier

Mr. Collier;

Am late in sending this letter due to the fact that Federal Aid Project number was not known until receipt of a copy of the contract this date.

F. T. Y.

RECEIVED
JUN 14 1938
FOR FILING

FAP 24-C

June 14, 1938

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2079 awarded to you on June 3, 1938, by the State Highway Commission covering 3.32 miles surfacing, grading and oiling on the Carver-Redland Store Section of the Carver-Redland County Road in Clackamas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 18 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MBC:AM

Secretary

7A & 24

June 8, 1938

Mr. Oscar Cutler

O F F I C E

Dear Sir:

I am returning herewith five copies of an agreement with Clackamas County covering the maintenance of a portion of the Carver-Redland County Road, FAS 24, which is being constructed by the state.

I have kept the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 24-A, Carver-Redland Store section of Carver-Redland county road, to Fisher Bros., Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
MAY 21 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on May 20, 1938, approved the project statement for Oregon Federal Aid Secondary project FAS 24, involving the improvement of 3.3 miles of the Carver-Redland Road in Clackamas County.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

FAS 24

D ST[illegible] ULT[illegible]

May 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today in receipt of Mr. Probert's letter transmitting revised project statement and sketch maps for the following projects:

FAS 13 FAS 7
FAS 12 FAS 24

These were submitted in reply to our letter of May 18th. In a review of these revised project statements, the following is noted:

FAS 13, Independence-Buena Vista Road. Our letter suggested the possibility of the extension of this project to a connection with the Federal Aid Road at Monmouth, and also the extension southerly to a connection with Federal Aid Route No. 10.

FAS 12, Salem-Independence. This project was extended at the north end to connect with the Pacific Highway as suggested, but was not extended at the southerly end as requested.

FAS 7. This project has been extended to a connection with a Federal Aid Route in Portland but was not extended westerly or southwesterly to a connection, probably with the Wolf Creek Highway survey.

You have been notified of the approval of the project statement for FAS 24.

Information as to why the projects were not revised to conform with our request was not furnished, and before these can be forwarded it will be necessary that the points mentioned above be cleared up, for as stated in our May 18th letter and required by memorandum dated April 12, 1937, interim projects should include within the termini of the project necessary portions of the route to connect with important highways, generally considered as highways on the State or Federal Aid Systems. The papers will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH, District Engineer

By

T. M. Davis, Highway Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE NO. 7A-24-A-1

POST OFFICE BUILDING
PORTLAND, OREG.

May 17, 1938.

RECEIVED
MAY 18 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project FAS 24-A (1), the Carver-Redland Store Section of the Carver-Redland Road, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

May 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Carver-Redland Store Section, Project No. FAS 24-A-1.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 24-A-1

CARVER-REDLAND STORE SECTION OF

THE CARVER-REDLAND ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 14, 1938

50	cu. yds.	Trench Excavation	$ 1.00	$ 50.00
8,000	cu. yds.	Excavation, Single Classif.	.25	2,000.00
4,000	yd. mi.	Truck Haul	.12	480.00
3.32	miles	Finishing Roadbed and Slopes	100.00	332.00
3,000	lin. ft.	Rounding Cutbanks	.10	300.00
30	lin. ft.	8" Perforated Concrete Pipe	.50	15.00
200	lin. ft.	12" Concrete Pipe	1.00	200.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
70	lin. ft.	Salvaging Culvert Pipe	.50	35.00
5	cu. yds.	Rock Backfill in Drains	2.00	10.00
6,400	cu. yds.	3½" - 2" Rock in Base	2.00	12,800.00
2,400	cu. yds.	3/4" - 0" Rock in Base	2.00	4,800.00
400	M-gal.	Sprinkling	1.50	600.00
3.32	miles	Preparation of Base	100.00	332.00
1,500	cu. yds	Mineral Aggregate in Place	3.00	4,500.00
36	tons	Emulsified or Cutback Asphalt	24.00	864.00
58	tons	RC-2 Asphalt in Binder Course	24.00	Alternate
74	tons	SC-6 Road Oil in Place	24.00	Alternate
68	tons	Light Tar in Place	20.00	1,360.00
88	tons	Tar in Place	20.00	1,760.00
			Subtotal	$ 30,638
			10% Engr. & Cont.	3,063
			Total	$ 33,701

Length — 3.318 miles
Cost per mile — $ 10,157

FAS Funds Requested - $ 20,560
State Funds - 13,141

$ 33,701

AM 5-21 M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FAS 24-A

605 Eastherly Bldg.
May 3, 1938

NOTED

MAY - 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith plans for the Redland-Carver Feeder Road in Clackamas County, as follows:

1. Blueprint map
2. Blueprint profile
3. Roll of cross sections
4. Mass diagram
5. Computation sheets
6. Special Provisions
7. Engineer's Estimate

With regard to the map, I suggest the ownerships be omitted, as this may easily be changed since this map was made.

On the profile do not use the ground line shown, as this has been graded by Clackamas County years ago and the ground at present is very close to the profile grade shown. Suggest only one line for ground and grade be shown. The drainage is in place, except those marked "New" or "Extend".

The right of way is 60 ft. wide throughout, which is adequate, except Sta. 180+50 to Sta. 184+50, where 10 ft. additional on each side is being secured by Clackamas County to provide for slopes.

It has been necessary to truck haul excavation off the right of way because the 60 ft. right of way and existing culverts would not permit unlimited widening of fills. Crushed rock for base and mineral aggregate can be secured by any contractor from Clackamas County. They are operating a quarry on the north side of the Clackamas River near Grant's Park, which is 2.6 miles northeast from the north end of the project. The county has set a price of $1.10 per cu. yd. for base rock and $1.25 per cu. yd. for oil rock in stockpiles at the quarry site. There is also a gravel bar in the Clackamas River one-half mile downstream from the north end of the project. This is under water at present, but the owner, W. L. Sumpower, has told F. T. Young that during low water sufficient bar area is exposed to allow for a plant set-up. The owner asks a royalty of 10¢ per cu. yd. In accordance with your directions for the Thompson Road, I have made the base rock of 3 1/2"-2" size and this practically precludes the use of crushed gravel, in my opinion, as the bar runs a large percent under 3 1/2" in size.

The grade and super-elevation have been laid to fit existing conditions, by fairly frequent breaks in the grade line and by the use of approximately two-thirds

of standard super.

It might be possible to salvage some of the existing surfacing rock along the edges, which it is necessary to scarify and move, but generally this thin layer is so mixed with clay by the time it has been salvaged and relaid that it is of little value for base rock.

Funds: My estimate for this job including 10% is $32,500 and I do not expect contractors' bids much under this amount. The total set-up for Clackamas County for this year is $25,000, $10,000 of which was to be used on the Eagle Creek-Dover Section. The Clackamas County Court is very anxious that this entire section be oiled, but I believe it unwise to attempt oiling on less than the amount of rock shown. If necessary to cut this job to $25,000, I suggest .7 mile be cut off the north end.

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

LAC:DP
CC R. H. Baldock
Encl.

May 3, 1938

SPECIAL PROVISIONS

Redland-Carver Road - Surfacing and Oiling

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A.M. (9:00 A.M.) on the second (2nd) day of June, 1938.

DESCRIPTION OF WORK

Work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on the Redland-Carver Road in Clackamas County.

1. Construction of 3.324 miles of 24 foot roadbed.
2. Construction of 3.324 miles of crushed rock base.
3. Construction of 3.324 miles of oil mat wearing surface 18 feet wide.

The south end of the project is at Station 8+50, which is at the intersection of the Fisher's Mill-Redland Road with the Redland-Carver Road, approximately 5 miles east of Oregon City. The north end of the project is at Station 185+.08 which is at the intersection of the Carver-Logan Road with the Redland-Carver Road, approximately six miles northeast of Oregon City. The length of the project is 17,550 feet, or 3.324 miles.

CLASS OF PROJECT

This project is on the 1938 Secondary or Feeder Roads Program and is not on the present state highway system.

DATE OF COMPLETION

Work to be done under this contract shall be completed not later than September 30, 1938.

CLEARING AND GRUBBING

Clackamas County has undertaken to perform the small amount of clearing and grubbing necessary. The contractor may encounter a few roots in the grading and widening operations and he will be expected to handle and burn such material, but will not be required to do other clearing. The cost of handling and burning such roots shall be included in the cost bid for grading and no separate payment will be made therefor.

EARTHWORK

Standard Specifications to Apply:

The grading work and other earthwrok involved in the project shall be performed in accordance with the standard specifications for "Earthwork" as given in Section 8, except as that specification is submitted and modified by the provisions which follow.

Classification:

All pay excavation, except that which in accordance with the provisions which follow, is to be classed and paid for as "Trench Excavation" will be classified on the

single classification basis described in the standard specifications and will be paid for at the price bid for "Excavation, Single Classification". (Use standard clauses to cover "Trench Excavation".)

Disposal of Excavation:

Such amounts of the excavation as are required to build the roadbed up to grade and width shall be placed and compacted in accordance with the standard specifications. The remainder of the excavation shall be used to widen fills uniformly or by placing in waste embankments as directed by the engineer and compaction will not be required on this excess excavation.

Haul:

There will be no pay item for overhaul. The free haul distance shall be 1,000 feet. Truck haul, in accordance with the standard specifications will be paid for material hauled more than 1,000 feet.

Finishing Work to Be paid for on Per Mile Basis:

Same as Rex Hill-Newberg.

Measurement and Payment:

Except as otherwise herein specified, the basis for measurement and payment for earthwork performed under this contract shall be as stated in the standard specifications. The pay items for earthwork will be as follows:

1. Trench Excavation
2. Excavation, Single Classification
3. Truck Haul
4. Finishing Roadbed and Slopes

It is understood that the cost of hauling the excavated material up to a limit of 1,000 ft. distance shall be included in the price bid for "Excavation".

CULVERT PIPE

Specifications:

Same as Rex Hill-Newberg.

Size and Type of Pipe:

Same as Rex Hill-Newberg.

Asphalt Coating for Corrugated Iron Pipe:

Same as Rex Hill-Newberg.

Width of Trench:

Same as Rex Hill-Newberg.

Measurement and Payment:

Same as Rex Hill-Newberg.

Salvaging and Reinstalling Culvert Pipe:

Same as Box Hill-Newberg.

CRUSHED ROCK BASE

Work to Be Done:

Under this specification the contractor shall construct the crushed rock base which is called for by the typical cross-section plans.

Standard Specifications to Apply:

The crushed rock base to be constructed under the contract shall be constructed in accordance with the standard specifications for rock surfacing as given in Section 10 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Kind and Quality of Materials:

The materials to be used in the construction of the crushed rock base shall be clean, crushed rock manufactured from hard, durable, and otherwise suitable rock, or it shall be clean, crushed gravel manufactured from hard, durable, and suitable gravel, all of which has been retained on a screen having 3 1/2" circular openings. The crushed materials when subjected to the standard abrasion test shall show an abrasive loss not exceeding 5%.

Cross-Section and Number of Courses:

As indicated on the typical cross-section, the existing base is narrower than the width required. The compacted thickness, including existing surface, shall not be less than eight (8) inches and the top width of the surfacing shall be eighteen (18) feet and the bottom width of surfacing shall be twenty-two (22) feet. The number of courses shall be two. In general, the bottom course shall be four (4) inches thick and largely by a widening course for the existing surface. The top course shall, in general, be four (4) inches thick compacted.

Size of Materials:

The crushed rock to be used shall be of two sizes:

1. 3 1/2"-2"
2. 3/4"-0"

Each size material shall be well and uniformly graded between its specified maximum size and its specified minimum size.

Preparation of Subgrade:

The preparation of subgrade shall consist of such shaping and smoothing of the existing surfacing and of the newly graded earth shoulders as can readily be done with blade graders.

Scarifying of the existing surfacing will not be required, but the subgrade shall be thoroughly rolled until fully compacted.

Outline of Construction Procedure:

After the subgrade has been prepared as above specified on the newly graded earth shoulders, 3 1/2"-2" crushed material shall be spread to the required thickness and after having been brought to a smooth and uniform surface, shall be rolled until thoroughly compacted and locked. Key materials, 3/4"-0", shall then be spread in such quantities as may be required, approximately 30%, and these materials shall be worked down into the coarser material by rolling and blading. The rolling, blading and addition of more key materials shall continue until the course is smooth, thoroughly compacted, locked and keyed.

Key materials shall be put on in thin layers and usually two or more spreads shall be required, each spread being worked into the coarse materials before the next spread is made. While the blading and rolling operations are in progress, such sprinkling of materials shall be done as the engineer may consider expedient. After compaction of the lower course is completed, the upper course shall be constructed of the same kind of material and shall be keyed, rolled, bladed, and sprinkled in the same manner as specified above. If, after the surfacing is compacted, any areas are above or below proper grade and crown elevation, such areas shall be loosened and, after having additional materials added or excess materials removed, as the case may be, shall be compacted again.

Rolling:

The rolling work shall be done with suitable three-wheel ten-ton rollers. A single roller will not be expected to perform the rolling for more than twenty (20) cubic yards of material per hour and additional rollers must be provided when materials are being placed at a greater rate. The rolling in all cases shall begin at the sides of the roadway, overlapping the shoulders, and shall progress towards the center of the roadway, completely covering the entire surface of the roadway with the rear wheels.

Maintenance of Surfacing:

Following the construction of rock surfacing as above specified, the contractor shall constantly blade, sprinkle, and otherwise maintain the rock surfacing, keeping it free from raveling and other defects until such time as the oil mat surface treatment is constructed upon it as hereinafter specified.

Measurement and Payment:

The basis of measurement and payment for the furnishing of the rock surfacing materials and the construction of the rock surfacing will be as specified in the standard specifications for rock surfacing. Pay items will be as follows:

1. 3 1/2"-2" Rock in Base
2. 3/4"-0" Key Rock
3. Sprinkling

OIL MAT SURFACE TREATMENT, TYPE O-9 MODIFIED

Work to Be Done:

Under this specification the contractor shall apply oil mat surface treatment, (Type O-9) modified, for the width of eighteen (18) feet throughout the length of the job.

Standard Specifications to Apply:

The applying of the oil mat surface treatment shall be performed and paid for in accordance with Sections 17 and 22 of the standard specification form, except as those specifications are supplemented and modified by the provisions which follow.

Preparation of Base:

Shortly before the oil mat surface treatment is applied and as a part of that work a small windrow of the key materials (2 to 3 cubic yards per one hundred-foot station) shall be formed along each edge of the area on which the oil mat surface treatment is to be applied.

Binder Course:

On the crushed rock base prepared as above specified, the contractor shall apply a binder course of light cutback asphalt (RC-3) and rock from the windrows of existing key materials referred to in the preceding paragraph.

The cutback asphalt shall be applied at the rate of .4 gallon per square yard and immediately following the applying of the asphalt, materials from the windrows alongside shall be spread over the asphalt and bladed until complete coverage of the asphalt and a smooth surface are obtained. The course shall then be rolled until thoroughly compacted, after which it shall be allowed to set for three (3) days before applying the oil mat surface treatment.

The binder course shall be constructed on one half-width of the roadway before construction of the course on the second half is commenced.

Table of Details:

(Type O-9 Modified)

Bituminous Cement:

Aggregates to Be Furnished by Contractor:

Kind and Quality of Aggregates:

The aggregates to be furnished under this contract shall be clean, crushed rock manufactured from hard, durable and otherwise suitable rock or shall be clean crushed gravel manufactured from hard, durable and otherwise suitable rock, all of which has been retained on a screen having circular openings 1 1/2" in diameter. The aggregates when subjected to the standard abrasion test shall show an abrasive loss not exceeding 5%.

Sizes of Aggregates:

The aggregates shall be of three sizes as follows:

1. 3/4"-1/2"
2. 1/2"-1/4"
3. 1/4"-0"

The dimensions used in the above size designations shall be understood to be

the limiting diameters of the pieces of materials as measured by laboratory screens. For example, 3/4"-1/2" shall (subject to tolerances hereafter specified) all pass a screen having 3/4" openings and all be retained on a screen having 1/2" openings.

Each size material shall be well and uniformly graded between its specified maximum size and its specified minimum size.

Grading and Cleanness:

Attention is called to the fact that cleanness and accurate grading are of particular importance in connection with the crushed rock materials to be furnished for use in the oil treatment work and that deviations from perfection in these matters which might be permissible in connection with materials for use in surfacing construction will not be permitted. If, in the opinion of the engineer, such procedure is necessary, the materials shall be washed free from dust after crushing.

Approximate Quantity Required:

The approximate quantities of the different sizes of aggregates required for the oil mat surface treatment are as follows:

1. 3/4"-1/2"	480 cu. yds.
2. 1/2"-1/4"	450 cu. yds.
3. 1/2"-0"	260 cu. yds.

Measurement and Payment:

The pay items for the oil mat surface treatment (Type 0-9 modified) shall be as follows:

1. Mineral Aggregate in Place
2. SC 6 Road Oil in Place, or Tar in Place
3. Cutback Asphalt in Place

Payment for these items when made at the prices bid for them shall comprise full and complete payment for the applying of the oil mat surface treatment in accordance with the foregoing specifications and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The quantity for which payment will be made at the price bid per cubic yard for "Mineral Aggregate in Place" shall be understood to be the number of cubic yards of crushed material actually incorporated in the oil mat surface treatment. It shall include the quantities of crushed material used in patching, used to overcome bleeding, and used to correct defects. It shall not include quantities of materials intended for use in the oil mat but left unused in stockpiles or elsewhere and it shall not include quantities of materials wasted, quantities of materials used without authority of the engineer, or quantities used which do not conform with the specifications. It shall not include key material bladed or placed on the binder course.

The measurement of the crushed materials as a basis for determining the pay quantity for the item, mineral aggregates in place, will be made in trucks at the point of deposit on the road.

The price bid for the mineral aggregate in place shall be understood to include and cover the cost of producing, furnishing, and hauling the aggregate, as well as the cost of applying the oil mat surface treatment as specified.

The quantity for which payment will be made at the price bid for SC 6 Road Oil in Place or "Tar in Place" shall be the number of tons of SC 6 Road Oil or Tar incorporated in the work, the basis of measurement to be as specified in the standard specification. The quantity for which payment will be made at the price bid for cutback asphalt in place shall be the number of tons of cutback asphalt incorporated in the binder course and in the second seal the basis of measurement to be as specified in the standard specifications for the measurement of cutback asphalt used in the seal coat.

RESHAPING OF SHOULDERS

Work to Be Done:

After the application of the oil mat surface treatment has been completed as specified above, the contractor shall reshape those portions of the roadbed which lie outside of the oil treated area and shall bring those portions of the roadbed to the grade and crown indicated by the typical cross-section plan. No separate payment or extra allowance will be made for the reshaping of the shoulders. Payment for that work shall be understood to be included in the prices bid for some of the listed bid items.

MISCELLANEOUS PROVISIONS

Screen Sizes and Tolerances:

Same as Columbia County Oiling Project, Contract No. 1961.

Provisions for Traffic:

It is understood the contractor shall perform the grading and surfacing work, including the oil mat treatment, without at any time closing the road entirely to one-way traffic.

The contractor shall provide flagmen, barricades, lights, signs and other protective and warning devices wherever and whenever they may be needed to safeguard and direct traffic and to protect the work and the workmen from injury.

Contractor to Furnish Flagmen and Pilot Cars:

Same as Columbia County Oiling Project.

Signs to Be of Standard Design:

Same as Columbia County Oiling Project.

Oiling to Be Done During Warm Weather:

The applications of cutback asphalt and road oil to be made under this contract shall be made only during warm weather. Should the contractor fail to complete application of the oil mat surface treatment before the onset of the fall rains during the latter part of September, he will be required to maintain this section at his own cost during the winter and to place the oil mat surface treatment in the month of June, 1939.

Printed Special Provisions Relating to Employment of Labor, Subcontracting Etc.

- - - - - - - - - - - - - - - - -

E. A. Collier

REDLAND-CARVER SECTION

Engineer's Estimate May 2, 1938

Sta. 8+50 to Sta. 185+08= 17,550 Ft.= 3.324 Miles
Roadbed 24 Ft. Wide Rock Base 18 Ft. Wide Top, 22 Ft. Wide Bottom
Type O-9 Oil Mat Wearing Surface 18 Ft. Wide
with Binder Course of Cutback

* * * * * * *

1.	Trench Excavation	45 cu. yds.	@ $1.00	$45.00
2.	Excavation, Single Classification	7800 cu. yds.	@ .25	1950.00
3.	Truck Haul	4200 Cu. yds.	@ .12	504.00
4.	8" Concrete Perforated Pipe	32 lin.ft.	@ .50	16.00
5.	12" Concrete Culvert Pipe	180 lin.ft.	@1.25	225.00
6.	18" Concrete Culvert Pipe	100 lin.ft.	@ 2.25	225.00
7.	Salvage 8" Concrete Pipe	60 lin.ft.	@ .50	30.00
8.	Finishing Roadbed and Slopes	3.324 miles	@ 100.00	332.40
9.	Crushed Rock 3 1/2"-2"	6400 cu.yds.	@ 2.00	12,800.00
10.	Crushed Rock 3/4"-0	2600 cu.yds.	@ 2.00	5,200.00
11.	Sprinkling	400 M.gal.	@ 1.50	600.00
12.	Mineral Aggregate	1190 cu.yds.	@ 3.00	3,570.00
13.	Cutback Asphalt in Place	96 tons	@25.00	2,400.00
14.	S.C. 6 Road Oil in Place	70 tons	@25.00	1,750.00
15.	Alternate Tar in Place	84 tons	@ 20.00	
				$29,647.40
	Plus 10% for Engineering and Contingencies			2,852.60
				$32,500.00

CONTRACT# 2080

FA 181-H(1) South Fork Rock Cr. Br., Wolf Cr. Hwy. 1938

2080

RECEIVED
DEC 21 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

181-H-1

December 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 181-H (1) South Fork Rock Creek Bridge, Wolf Creek Highway, was made by a representative of this office on November 9, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Lissner

J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 19 1938
STATE HIGHWAY COMMISSION

#2080 S

FORM S-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 21 1938
FILING

70-181-H-1

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 21, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Snook Brothers completed the work on Contract Number 2080, South Fork of Rock Creek Bridge, Wolf Creek Highway in Clatsop County on October 15.

Will you please secure authority from the Commission to pay the final estimate on this job.

9 X

Yours very truly,

G. S. Paxson
Bridge Engineer

By G. S. Paxson

W. A. Reeves
Office Engineer

CAG:VM

REFERRED TO
M. Farrand
BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 16, 1938
H. B. Glaisyer
Secretary

#2080
3

RECEIVED
NOV 9 1938
FOR FILING
I&I - #-1

November 7, 1938

General Casualty Company of America,
Walter M. Ransom, Agent,
Miner Building,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2080, for the construction of a bridge over the South Fork of Rock Creek near Sunset Camp on the Wolf Creek Highway in Clatsop County, has been completed by the contractors, Snook Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 17, 1938.

The State is not advised of any unpaid claims for labor or materialmen of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,748.19, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Augr. 31,1938

RECEIVED
OCT 28 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 181-H (1)
South Fork-Rock Creek Bridge
on the Wolf Creek Highway

October 27, 1938.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

For

Aupr. 36030

Form P. R. 2

State Oregon

Federal Aid Project No. 181-H (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15-th day of September, 1938

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 19 38, a project statement, which was approved by the Secretary on the 5th day of October, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section H (1) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of five thousand, five hundred seventy and 00/100

dollars ($ 5,570.00) as the share of the United States payable under said act on account of Section H (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4618

STATE PRINTING DEPT.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 175, Laws of 1917; Chapter 81, Laws of 1920

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1065+26 and survey station 1064+46, all in the N.W. 1/4 of Section 32, T.6 N., R.6 W., W.M.,

, length 0.022 of a mile, in Clatsop County, being Section K (1) of Oregon Federal Aid project No. 101, consisting of miscellaneous and one bridge of more than 20 feet clear span, 0.022 of a mile in length.

8—5518

STATE PRINTING DEPT.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

STATE PRINTING DEPT.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section II (1) of said project shall not in any event exceed the sum of five thousand, five hundred seventy and 00/100 dollars ($ 5,570.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, one hundred nineteen and 00/100 dollars ($ 9,119.00), the approved total estimated cost of Section II (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall the total of payments made by the United States on account of said project exceed the Federal pro rata share hereinbefore set forth, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

HG DEPT.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 18 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—3612

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-B (1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $9,112.00 as the total estimated cost of said project, and the sum of $5,570.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this OCT 18 1938 day of one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. W. Stuart
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

STATE PRINTING DEPT.

Form No. 283—4M—11-37

RECEIVED
SEP 26 1938
DIVISION ENGINEER
DIST. NO. 2

4-1025

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Bridge No. 2479
County Clatsop
Week Ending 9/23

RESIDENT ENGINEER'S WEEKLY CONSTRUCTION REPORT

Name of Job So.Fk.Rock Creek Bridge Size of Force 8-3

Contractor Snook Bros. Estimated Completion Date Oct.15th

Day of month	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
fair 17	SATURDAY: Set up handrail post forms on left rail, cement failed to come so pour was delayed.
fair 18	SUNDAY: No work except wetting concrete surfaces.
fair 19	MONDAY: Poured handrail posts, stripped and patched curb, right side.
fair 20	TUESDAY: Stripped handrail posts left side and set them up and poured them on right side. Patching posts on left side.
fair 21	WEDNESDAY: Finishing han rail and stripping beam forms.
fair 22	THURSDAY: Finishing handrail and stripping beams.
fair 23	FRIDAY: Finishing handrail and stripping beams.

POSTED

(OVER)

L. C. Smitton
Resident Engineer.

This report is to be placed in the mails early enough so that it will reach the Bridge Engineer's Office not later than Monday a. m.

STATE PRINTING DEPT.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 181-H (1)
South Fork Rock Creek Bridge
Wolf Creek Highway

September 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Fork, Rock Creek Bridge, Project No. FA 181-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-B(1)

SOUTH FORK ROCK CREEK BRIDGE

ON THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

160	cu. yds.	Structural Excavation	$ 2.00	$ 320.00
10	cu. yds.	Structural Excavation Below Plans	2.00	20.00
220	cu. yds.	Class "D" Concrete	22.00	4,840.00
46,000	lbs.	Metal Reinforcement	.045	2,070.00
260	lin. ft.	Concrete Handrail	4.00	1,040.00
		Subtotal		$ 8,290
		10% Engr. & Cont.		829
		Total		$ 9,119
		Length	.022 mile	

Federal Aid Funds Requested	$ 5,570
State Funds	3,549
	$ 9,119

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
JUN 20 1938
FOR FILING

121-Pt

June 18, 1938

Snook Brothers
22nd and Friendly Streets
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2080 awarded to you on June 3, 1938, for construction of a bridge over South Fork Rock Creek west of Sunset Camp on the Elk Creek Highway, in Clatsop County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

June 7, 1938

SNOOK BROTHERS
22nd and Friendly Streets
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2080 which was awarded to you by the State Highway Commission on June 3 for the construction of a bridge over the South Fork Rock Creek near Sunset Camp on the Wolf Creek Highway in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to carry on your work under this contract in strict conformance with the provisions of this Act, the provisions of which you are expected to accept.

Your attention is also called to the mimeographed page immediately preceding the colored pages of SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FOR FILING

181-H

June 6, 1938

Snook Brothers
Friendly Street & 22nd
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 3, 1938, awarded you the contract for the construction of a bridge over South Fork Rock Creek west of Sunset Camp on the Wolf Creek Highway, in Clatsop County. This award was based on your low bid of $8,290 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
JUN 6 - 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

181-H

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 181-H, South Fork Rock Creek Bridge on the Wolf Creek Highway, to Snook Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 20 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 181-H (1), the South Fork of Rock Creek bridge section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
21-H-1

May 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the South Fork Rock Creek Bridge, Project No. FA 181-H-1.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 181-H-1

SOUTH FORK ROCK CREEK BRIDGE

ON THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1938

160	cu. yds.	Structural Excavation	$ 3.00	$ 480.00
10	cu. yds.	Structural Excavation Below Plans	6.00	60.00
220	cu. yds.	Class "D" Concrete	23.00	5,020.00
46,000	lbs.	Metal Reinforcement	.05	2,300.00
260	lin. ft.	Concrete Handrail	5.00	1,300.00
			Subtotal	$ 9,160
			10% Engr. & Cont.	916
			Total	$ 10,076

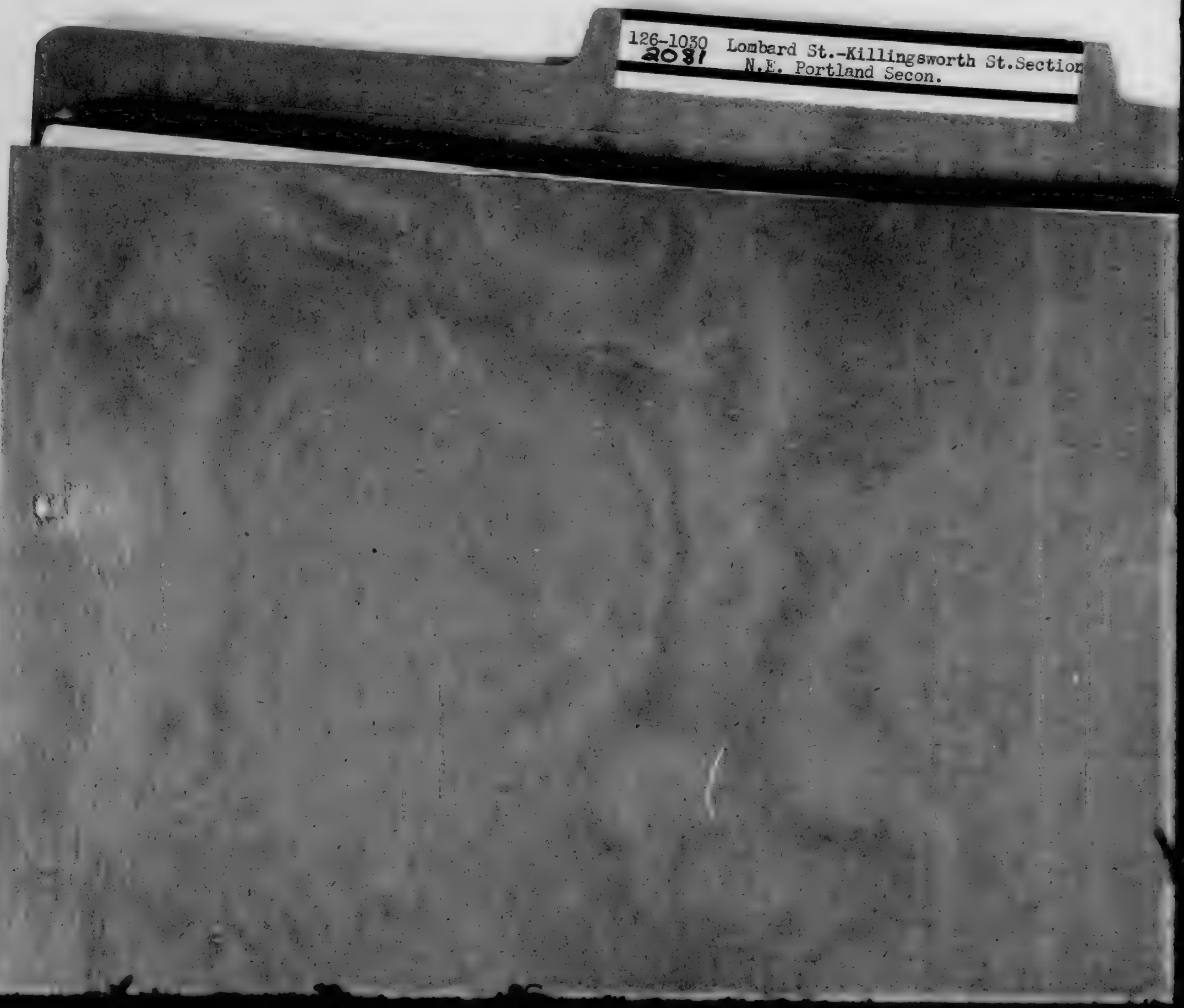
Length .022 mile

Federal Aid Funds Requested- $ 6,150
State Funds- 3,926

$ 10,076

CONTRACT# [redacted] 2081

126-1030 Lombard St.-Killingsworth St.Section
2081 N.E. Portland Secon.



RECEIVED
AUG 14 1939
FOR FILING

121-1038

August 14, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2081, for the construction of the Lombard Street-Killingsworth Street Section of N. E. Portland Secondary Highway in Multnomah County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 24, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with the above contract, Kindly acknowledge receipt of this letter.

For your information we wish to give that the total amount paid the above contractor in connection with this contract will be $55,844.08, including the final payment. Of this amount $516.38 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
AUG 1 1939
F

2681

126-1030

August 5, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Ray L. Houck on Contract No. 2081, for the construction of the Lombard Street-Killingsworth Street Section of N. E. Portland Secondary Highway in Multnomah County. This payment will be made on or after August 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Northeast Portland Secondary Highway

Contract No. 2081 Prefix 126 - 1030.

Over runs and Under runs.

Following is an explanation of the over run and the under run of those pay items, where the final quantities vary more than ten per cent from the amounts shown in the contract.

OVER RUN.

Item No.

2 Trench Excavation
Some drainage work was necessary during last winter to keep water and silt from the track of the O W R & N Co. railroad. This required hand ditch work and caused the over run on this item

3 Excavation Single Classification
The over run of this item was due principally to the large shrinkage factor of the light soil on this job as compared to that used in the preliminary estimate. The heavy equipment used also caused unusual compaction of this material.

Also the approaches to the Airport overcrossing were estimated for a 36 foot grade and the plans called for a 38 foot grade, and to meet the structure width the fills
4 at each end of the bridge had to be widened to 42 feet.

4 Over Haul
The additional material needed was obtained from borrows near the places of deposit. This caused an over run in this item with little change in the truck haul.

8 Removal of old pavement
The removal of old pavement for the extension of the 33rd St viaduct was made to the nearest available expansion joint. This caused the small over run.

15 1" - 0" Material in base and shoulders
This item over run mainly because of the surfacing of the 45th. Ave. connection to Holman St. for a distance of approximately 500 lin ft. Also used for top surfacing of private driveways.

UNDER RUN

Item No.

14 4" - 0" Gravel in subbase and shoulders.
In the preliminary estimate 50 cu yds was estimated in each of the first two miles and none was needed. Also the tolerance of 250 cu yds was in itself more than the ten per cent only a small part of which was used. These combined caused the under run.

16 Filler
The 1" - 0" top surfacing as delivered only required a small amount of filler causing the under run.

17 Filler Haul
See above item.

18 Sprinkling.
During the preparation of the subgrade the weather was generally cloudy with occasional light showers, and only a small amount of water was needed.

FORM S-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 18 1939
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

126-1030

July 17, 1939

126-1030

Mr. H. C. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached hereto you will find an application of Roy L. Houck for an extension of time on his Contract No. 2081 from June 15th to July 15th. This job was finished on July 11th. Rainy weather during May and June interfered materially with the paving on this project and caused an unavoidable delay. This is not a Federal Aid job.

There was also a large over-run of excavation quantities, although this did not cause the contractor delay in completion. Traffic has not been interfered with, because existing streets were not affected. Engineering expense has not been materially increased, because the crew worked on the preparation of the final and on other projects.

I recommend an extension of time be granted from June 15th to completion date, July 11th, without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

E.C:DP
Encl.
CC H. B. Glaisyer

COPY

ROY L. HOUCK

Rte. #2
Albany, Oregon
July 12, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to my contract #2081 for Grading 4.0 miles on the Northeast Portland Secondary Highway in Multnomah County.

Under the Specifications, Special Section Page 31, states that "none of the asphaltic concrete pavement to be constructed under this contract shall be placed before May 15, 1939". From May 15 until July 1 it rained and showered almost incessantly, delaying the performance of this part of the contract.

This delay was beyond my control and I herewith make application for extension of time until July 15 without penalty or cost to me.

Hoping this meets with approval, I am,

Very truly yours,

R. L. Houck (Signed)

R. L. Houck

RLH:dp

Portland, Oregon
July 15, 1939

We hereby consent to the above extension of time. This in no manner waives or alters the terms or conditions of our bond thereon.

GREAT AMERICAN INDEMNITY COMPANY
By Fred C. Reed
Attorney in Fact

Form 330—SM—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15th. 1939, *193*

Section Lombard St. - Killingsworth St.

Kind of work Clearing and Grading

Highway Northeast Portland Secondary

Section prefix 126 - 1030

Contractor Roy L. Houck

Contract number 2081

Date of contract June 3rd. 1938, *193*

Date of completion June 15th. 1939, *193*

Date work started June 13th. 1938, *193*

Estimated date of completion July 11th. 1939, *193*

Amount of contract $31,532.50

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $36,200.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $....., ... %

Date project was completed July 11th. 1939, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Houck has completed his contract for improvement of the Northeast Portland Secondary Highway. Date of completion was July 11th. 1939.

The semi final estimate is also complete and is being assembled to forward today.

NOTED VANSCOY

NOTED PORTLAND OREGON

Signed A. B. Dean,

Address 9200 McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.0	0.4			
Miles partially completed					
Miles completed	4.0	0.4			
Total estimated quantities	85000 cy	3300 cy		1400 T.	
Estimated quantities moved or placed to date	113,000 cy	3271 cy		1313 T.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

Mult County, 100%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Fair		
Wednesday	Clear		
Thursday	"		
Friday	"		
Saturday	Fair		

FORM S-A-1 10M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 17 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland Oregon

IN REPLY PLEASE
REFER TO FILE NO.

December 16th. 1938

126 - 1030

Mr. S. H. Probert,
Office Engineer,
State Highway Department,
Salem, Oregon.

Attn Mr. Milner.

Dear Sir,-

For the particular section of the Northeast Portland Secondary Hignway covered by the enclosed Extra Work Order, the work was done by Roy. L. Houck, the contractor.

There is some work still to be done along the grade such as trimming slopes and ditching, and it is possible that more will have to be done with water services. The enclosed work order should cover any work left to do.

Very Truly Yours,

A. B. Dean,

Resident Engineer,

cc Mr. E. A. Collier.

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. BLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 10th, 1938

IN REPLY PLEASE REFER TO FILE NO.

126-1

Mr. F. M. Finch
General Manager
Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon

C. B. McCullough
NOTICE

Dear Sir:

In the absence of Mr. Baldock, I am answering your letter concerning the drainage conditions along the Northeast Portland Secondary.

Our resident engineer went over the situation with Mr. Altoff last week, and I believe that they agreed upon some ditching which would lead the water more directly into your culverts. Mr. Collier, our division engineer, has been endeavoring to get over the situation with Mr. Williams, who apparently has been away from Portland, but yesterday I advised him to get in contact with Mr. Murray and make a further inspection on the ground with him.

I will keep in touch with the situation further to see that something mutually satisfactory is agreed upon.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTICE
R. McCullough

RECEIVED
DEC 7 1938
FOR FILING
126-1030

File

December 6th, 1938

Mr. M. C. Williams, Superintendent
Union Pacific Railroad Company
Pittock Block
Portland, Oregon

Dear Sir:

Your letters pertaining to the drainage of 42nd Street in Portland were referred to Mr. E. A. Collier, Division Engineer at Portland. I understand Mr. Collier was away on his vacation, but Mr. A. E. Dean, Resident Engineer, has consulted with your Mr. Alteff and Mr. Collier will consult with you as soon as you return to the city.

I am sure something can be worked out to your satisfaction.

Very truly yours,

Assistant State Highway Engineer

R

Form 2552
12-37-100M

UNION PACIFIC RAILROAD COMPANY

Superintendant
Oregon Division,
Pittock Block,
Portland, Oregon.

December 3, 1938.

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon.

(Personal)

Dear Sir:

Please refer to my letter of November 9th, in regard to culverts under new highway in vicinity of 42nd Street, Portland:

During the recent heavy rains, we have had considerable trouble from drainage from these culverts, water, in places, being over the track to extent of about 6 inches, and considerable sand and mud deposited.

The condition is serious to us and has caused placing of slow orders for our trains, in addition to considerable expense.

It is imperative that something be done at once to correct the condition, and will be pleased to know what arrangements the Highway Department is making or will make to correct.

Yours truly,

M. C. Williams,
mc
Superintendent.

DEC 3 - 1938
CONST.
NOTED
H. G. SMITH

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. ...

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 7 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
...38

December 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir Attention H. G. Smith

Regarding drainage on North Portland Secondary along Union Pacific, I find both Williams and Altheff out today but A. B. Dean met Altheff and went over the job with him Friday. I will contact Williams tomorrow if he returns.

Very truly yours

E.A.COLLIER
DIVISION ENGINEER

cc RH Baldock ✓

FORM S-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. S. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 30 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 29th, 1938

IN REPLY PLEASE REFER TO FILE NO.

126-1030

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

The attached letter has been received from Mr. Williams, Superintendent of the Union Pacific Railroad Company, in regard to culverts along the Northeast Portland Secondary Highway.

Will you kindly arrange to go over the ground with a representative of the railroad company and report on the necessary steps to be taken to avoid flooding the railroad.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-2-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 25 1938
FOR FILING

12.6-103

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

November 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Order for State Force Work covering adjustment of water pipes on the Lombard Street to Killingsworth Street contract No. 2081.

These pipes belong to the Killingsworth Mutual Water District, and are located between 51st Avenue N.E. and 60th Avenue N.E. Right of way agent, Parker advises me property owners from whom he obtained the right of way were told that we would so adjust their existing water systems as to provide facilities after our construction equal with those now existing.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PR
Encl.

cc Mr. R. H. Baldock

RECEIVED
JUL 13 1938
FOR FILING

July 12, 1938

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2081 awarded to you on June 3, 1938, for grading the Lombard Street-Killingsworth Street Section of the Northeast Portland Secondary Highway, in Multnomah County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 14 1938
FOR FILING

126-1

June 13, 1938

Mr. Roy L. Houck
212 U.S.National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2081 which was awarded to you on June 3, 1938, by the State Highway Commission covering 4.0 miles grading on the Lombard Street-Killingsworth Street Section of Northeast Portland Secondary Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following page 32 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

126-1

June 6, 1938

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on June 3, 1938, awarded you the contract for 3.9 miles grading and 0.4 mile surfacing and oiling on the Lombard Street-Killingsworth Street Section of the Northeast Portland Secondary Highway, in Multnomah County. This award was based on your low bid of $31,532.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HHG:AM

Secretary

STATE O

STATE HIGHW

PLAN AND PROF

STATE

LOMBARD ST.- KILLI

NORTHEAST P

MULTNO

SCALES { PLAN
PROFIL

PACIFIC HI

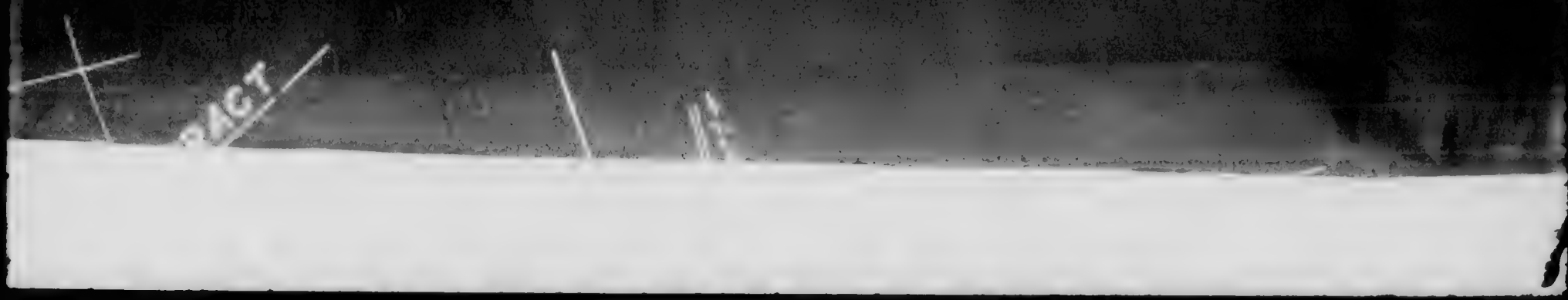
TE OF OREGON
HWAY DEPARTMENT

ROFILE OF PROPOSED
E HIGHWAY

KILLINGSWORTH ST. SECTION
AST PORTLAND HIGHWAY
MULTNOMAH COUNTY

LES { PLAN 1 IN. = 100 FT.
PROFILE, HORIZ. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.

MAY, 1938



CONVENTIONAL SIGNS

RAILROADS

CULVERTS

DROP INLET

TROLLEY POLE

POWER POLE

IRRIGATION DITCHES

BRIDGES

AL SIGNS

ORTLAND
Sketch Map

STATE HIGHWAY COMMISSION

Chairman

Commissioner

Commissioner

APPROVED

STATE HIGHWAY COMMISSION

CONTRACT [redacted] 2082

126-1031 Reconstruction Northeast 33rd Avenue Overcrossing at Col.Blvd.

2082

C

#2082

RECEIVED
DEC 19 1938
FOR

126-1031

December 16, 1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2082 for the construction of an undercrossing under the O. W. R. R. & N. Company tracks on 33rd Avenue on the Northeast Portland Secondary Highway in Multnomah County, has been completed by the contractors, Birkemeier & Saremal, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 24, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,221.93, including the final payment. Of this amount $234.48 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#2082 ✓ 5

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
DEC 10 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 22, 1938

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

10

Birkemeier & Saremal have completed their work on Contract No. 2082, 33rd Avenue Undercrossing, on October 10, 1938. Please secure authority from the Commission to pay the final estimate on this project. X

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

CAG CM
cc W. A. Reeves

REFERRED TO
BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 16, 1938
Secretary

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

12-6-1-31

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith Price Agreement covering the placing of 10-inch pipe on the east side of the 33rd Avenue Crossing, Contract 2082.

The contractor has done this work for the agreed price of $10. It was necessary to replace this pipe during the time the contractor was finishing the slope under the end of this structure.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

RECEIVED
DEC 19 1938
FOR FILING
12-19-38

July 2, 1938

Mr. Edwin W. Jones
Auditor, City of Portland
City Hall
Portland, Oregon

10

Dear Sir:

I am returning to you herewith 7 copies of the agreement between the City of Portland and the State Highway Commission providing for the reconstruction of the concrete viaduct on Northeast 33rd Avenue, Portland, Oregon. These agreements, you will note, have been signed by the Highway Commission and are being returned to you for execution by the proper city officials. Please furnish this office with the customary number of copies when execution is completed.

Very truly yours,

HBG:AM

Secretary

July 2, 1938

10

Mr. Oscar Cutler
Assistant Office Engineer
O F F I C E

Dear Sirs

I am handing you herewith a copy of the City of Portland Ordinance No. 71054 and a copy of City of Portland Ordinance No. 21466 providing for the reconstruction of the Northeast 33rd Avenue viaduct in Portland. The Commission on June 30, 1938, signed the agreements covering this construction. I am now returning them to the city auditor to secure execution on the part of the Portland City Commissioners.

Very truly yours,

HBG:AM

Secretary

FORM S-S-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

RECEIVED
JUN 27 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

G. S. PAXSON
BRIDGE ENGINEER

126-1031

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 24, 1938

Mr. H. G. Smith
Construction Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Herewith Order for State Force Work covering maintenance of Dekum Street which is being used as a detour during the construction of the 33rd Avenue viaduct in Portland. A day or two ago we received the draft of the agreement with the city covering the 33rd Avenue construction and find that this agreement contains a provision obligating the city to maintain detour roads. Prior to receipt of this agreement Mr. Collier had done a small amount of maintenance on Dekum Street. This state force order covers this work already done. All further work will be done by the city.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachment
CC R. H. Baldock

FORM S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 27 1938
FOR FILING

RECEIVED
JUN 24 1938
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
Salem

126-1031

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
June 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

VOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

With regard to maintaining the Dekum and 27th St. detour for the 33rd Avenue Viaduct, will answer that I called up Mr. Apperson and he said the City would hereafter maintain the street, providing it did not run to any great expense.

In view of this agreement, suggest you reduce the State Force Order to $50.00.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM S-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
F. A. ALDRICH, PENDLETON
F. L. FOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 21, 1938

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

I am returning herewith proposed agreements between the State Highway Commission and the City of Portland covering the reconstruction of the Northeast 33rd Avenue viaduct in Portland. This agreement is in line with our understanding with the city and I would recommend its execution.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP DK
Attachment
cc H. B. Glaisyer

A

CITY OF PORTLAND
OREGON

OFFICE OF CITY AUDITOR

EDWIN W. JONES, AUDITOR

June 15, 1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Herewith please find seven copies of Agreement for the construction of a concrete viaduct on NE 33rd Avenue over NE Portland Secondary State Highway No. 123, 116.5 feet in length, for your execution.

As soon as these have been signed, please return to this office, and immediately upon the execution by the proper city officials, I will return your copies to you.

REFERRED TO
By state highway engineer

Very truly yours,

EDWIN W. JONES
AUDITOR OF THE CITY OF PORTLAND

By-
Deputy

REFERRED TO
BY SECRETARY

ORDINANCE NO. 71054

An Ordinance authorizing the Mayor, Commissioner of Public Works and City Auditor to execute an agreement between the City and the State Highway Commission whereby the Highway Commission will agree to reconstruct and extend the southerly end of the viaduct over the Oregon-Washington Railroad and Navigation Company's railway on NE 33rd Avenue, so as to provide for an overhead crossing of NE 33rd Avenue with the Secondary State Highway No. 123 to be constructed by said Commission, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. It appearing to the Council that the State Highway Commission is constructing a Secondary Highway, known as No. 123, along the southerly side of the Oregon-Washington Railroad and Navigation Company's railway easterly from the intersection of NE Lombard Street at NE 10th Avenue, and it is necessary to alter the viaduct over said railway at NE 33rd Avenue; now, therefore, the Mayor, Commissioner of Public Works and City Auditor are hereby authorized on behalf of the City of Portland to enter into an agreement with said Highway Commission whereby said Commission shall perform the necessary work for altering and extending said viaduct, and the City shall maintain the viaduct thus extended, in accordance with the form of agreement hereto attached, marked Exhibit "A" and made a part hereof.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: That the alteration of said viaduct is necessary at the earliest practicable date in order to provide needed traffic facilities; therefore, an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council JUN 15 1938

JOSEPH K. CARSON, Jr.

Mayor of the City of Portland.

Attest:

Edwin A. Jones

Auditor of the City of Portland.

6-10-38
Commissioner Bean.

THIS AGREEMENT, Made and entered into this _____ day of _____, 1938, between THE CITY OF PORTLAND, a municipal corporation under the laws of Oregon, herein referred to as the City, and the STATE OF OREGON by its Highway Commission, herein referred to as the Highway Department,

W I T N E S S E T H:

1. The Highway Department will at its own cost and expense, and within a reasonable time hereafter, construct a concrete viaduct on NE 33rd Avenue, Portland, Oregon, over the Northeast Portland Secondary State Highway No. 123, 116.5 feet in length, and perform all of the work necessary for properly wrecking and moving the portion of the existing viaduct approach which will be needed therefor, subject, however, to the condition that the City shall provide for the proper maintenance after completion of said improvement. Said construction by the Highway Department shall be in accordance with plans and specifications therefor, a copy of which has been filed with the City Auditor and is identified by the filing endorsement, dated June 11, 1938, and the reference therein to said viaduct and location.

2. The City hereby requests the Highway Department to construct the aforementioned project without cost or expense to the City, and hereby agrees that if such project is constructed by the Highway Department it thereafter at its own cost and expense will maintain the project in such manner that it shall be suitable for public use, and will make ample provision each year for such maintenance.

3. The City hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

EXHIBIT "A"

IN WITNESS WHEREUF, the parties hereto have caused this instrument to be duly executed by their proper officers, the City's officers acting pursuant to Ordinance No. 71054.

THE CITY OF PORTLAND

By _____
Mayor.

and _____
Commissioner of Public Works.

Attest: _____
City Auditor.

APPROVED
_____
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman.

By _____
Commissioner.

And By _____
Commissioner.

Attest: _____
Secretary.

Approved as to form:

_____
City Attorney.

FORM S-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 24 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

126-1031

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 21, 1938

Mr. E. A. Collier
605 Weatherly Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have your state force order covering the maintenance of the detour street for the Northeast 33rd Avenue job in Portland. Our proposed agreement with the City of Portland covering this work contains the following clause:

"3. The City hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project."

In view of this I am holding up the order for state force work.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
H. G. Smith

RECEIVED
JUN 20 1938
FOR FILING

June 18, 1938

Birkemeier & Saremal

Milwaukie, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2082 awarded to you on June 3, 1938, for reconstruction of Northeast 33rd Avenue Overcrossing at Columbia Boulevard in Portland, Multnomah County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

121-1-31

June 7, 1938

BIRKEMEIER & SAREMAL
Milwaukie, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2062 which was awarded to you by the State Highway Commission on June 3, 1938, covering the reconstruction of Northeast 33rd Avenue Overcrossing at Columbia Boulevard in Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following page 23 of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

124-131

June 6, 1938

Birkemeier & Sarenal

Milwaukie, Oregon

Gentlemen:

The State Highway Commission on June 3, 1938, awarded you the contract for reconstruction of Northeast 33rd Avenue Overcrossing at Columbia Boulevard in Portland, Multnomah County. This award was based on your low bid of $17,665 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HBG:AM

Secretary

CONTRACT# [redacted] 2083

FAS 8-A Hillsboro-Airport Road Section,
Hillsboro-Cornelius Pass Co.Rd.
2083

RECEIVED
NOV 4 - 1944
FOR FILING

TH 3 8-A

November 3, 1944

Honorable H. D. Kerkman
County Judge of Washington County
Hillsboro, Oregon

Dear Sir:

This Department has received a letter under date of October 30 from the office of Mr. W. H. Lynch, District Engineer, Public Roads Administration, with regard to maintenance inspection made by a representative of the Public Roads office on October 25 of the Hillsboro-Cornelius Pass Road in Washington County, more particularly that part of the road extending easterly from Hillsboro which was improved with Federal Aid Secondary Highway funds and is known as Oregon FAS Project 8-A.

Quoting from Mr. Lynch's letter: "The report of inspection states that the surface is cracked, alligator checked and heavily patched. Apparently some patching was done but no sealing, and another winter will result in a further deteriorated condition."

I know that you will feel, as I do, that the season is now too late to place a seal on this section of road. However, patching can be performed during the winter months, and as provided in Washington County's agreement with the State Highway Commission by which the county agrees to maintain the road in condition satisfactory to the State Highway Engineer and the Public Roads Administration, this Department will appreciate such patching as you may be able to do this winter and spring so that the road surface will not fail. This Department further suggests that provision be made for the placing of a seal on this section of road next summer. May we hear from you in this regard?

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

cc Mr. H. P. Barrows
County Engineer of Washington County
Hillsboro, Oregon

Mr. Oscar Cutler

RECEIVED
NOV 4 - 1944
FOR FILING

FAS 8-B

October 31, 1944

Mr. E. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of October 30 re maintenance inspection of Oregon FAS Project 8-A, the Hillsboro-Cornelius Pass Federal Aid Secondary Road in Washington County.

The season is now too late to place a seal on the road, as the county has discontinued its oiling program for the year.

A letter will be addressed to the county requesting that they do all the patching which can be performed this fall and winter and that they place a seal early next summer.

Very truly yours,

R. E. Baldock
State Highway Engineer

COPY

January 5, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith additional notes by Lester Clinefelter covering stakes set for placing Federal Aid markers on the Washington County Line-Skyline Boulevard, St. Helens-Bachelor Flat, Dibble Ranch and Hillsboro-Airport Projects.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC r. H. Baldock
Encl.

1/

70 I 8-A

COPY

January 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1)	WPSO 269-A to WPSO 276-A	8 Clackamas County Oiling Jobs
(2)	WPSO 295-A	Forest Grove-Balm Grove
(3)	FAS 24-A	Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAS 8-A (1)
Hillsboro Airport section
Hillsboro-Cornelius Pass Road

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. U. Caufield
L. U. Caufield
Highway Engineer

Encls.

AHPr-36090

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 8-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of May, 19 38, a project statement, which was approved by the Secretary on the 20th day of May, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eight thousand, one hundred forty and 00/100

dollars ($ 8,140.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8-5510

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 24+60, on the west line of Sec. 32, T. 1 N., R. 2 W., the east city limit of Hillsboro, and survey station 86+50, in the NE 1/4 of Sec. 32, T. 1 N., R. 2 W., W. M.

, length 1.172 miles, in Washington County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 8, consisting of 1.172 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

8—6518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of eight thousand, one hundred forty and 00/100 dollars ($ 8,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, three hundred forty-four and 00/100 dollars ($ 13,344.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Said project will be maintained in (Include reference to statute authorizing funds and probable amount annually available) compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Washington, pursuant to its agreement with the Highway Department dated June 8, 1938.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of OCT 21 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By .....

Chairman, State Highway Commission
(Title of officer)

By E B Macnaughton

Member, State Highway Commission
(Title of officer)

By F L Loucks

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. W. Stuart

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 37A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 13,344.00 as the total estimated cost of said project, and the sum of $ 8,140.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 21 1938 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

#2083

RECEIVED
OCT 22 1938
FOR FILING

October 22, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2083, for the construction of the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass County Road in Washington County, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 1st, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Formyour information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,941.63, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

DONALD T. TEMPLETON
JUDGE
H. D. KERKMAN
COMMISSIONER
JAMES LEWIS
COMMISSIONER

ENGINEERING DEPARTMENT
COUNTY OF WASHINGTON
HILLSBORO, OREGON

J. W. BARNEY
ENGINEER

October 15,1938.

NOTED
State Highway Engineer

Mr.R.H.Baldock
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir;

This is to acknowledge receipt of your letter of October 4th, relative to the Hillsboro-Airport section of the Hillsboro-Cornelius Pass County Road.

The County will assume full responsibility for the maintenance of the road as provided in the agreement between the County Court and the State Highway Commission.

Very truly yours,

J.W.Barney, County Engineer.

(Copies made for Mr. Cutler and Mr. Bishop)

RECEIVED
OCT 8 1938
FOR FILING

October 4, 1938

Hon. County Court of Washington County
Hillsboro, Oregon

Gentlemen:

This is to advise that the Hillsboro-Airport Section of the Hillsboro-Cornelius Pass County Road, 1.17 miles in length, a Federal Aid Secondary Highway Project, has been completed by the contractor, and, under the terms of an agreement executed by the County Court of Washington County and the State Highway Commission June 2, 1938, it is being turned over to the county for maintenance. The agreement provides that the county will make ample provision each year for maintenance, and maintain the road in a manner satisfactory to the State Highway Department and the Department of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. F. D. Eason

Form 288—SM—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 8-A.

For Week Ending September 24, 1938

Section Hillsboro-Airport Road — Kind of work Surfacing & Oiling

Highway Hillsboro-Cornelius Pass Co. Road — Section prefix 234-1017

Contractor Saxton, Looney & Risley — Contract number 2083

Date of contract June 3, 1938 — Date of completion August 31, 1938

Date work started June 8, 1938 — Estimated date of completion August 31, 1938

Amount of contract . . . . . $12,131.50 — Per cent of time elapsed . . . . . 100 %

Estimated cost of completed project, exclusive of engineering $12,895.83

Per cent of contract completed, based on total contract price . . . . . 106 %

Engineering cost to date, $440.70, 61% — Date project was completed August 31, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party in office working up Semi Final estimate
Maps and Profile

NOTED
H. N. HACKETT

SEP 20 1938

Signed H. G. Swanstrom

Address 1436 SW. Montgomery, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.17		1.17	
Miles partially completed					
Miles completed		1.17		1.17	
Total estimated quantities		3,900 cy		74 tons	
Estimated quantities moved or placed to date		4,381 "		63.82 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

(Stencil #28)

RECEIVED
SEP 26 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 8-A (1),
Hillsbor o-Airport Section,
Hillsboro-Cornelius Pass Road.

POST OFFICE BUILDING
PORTLAND, OREGON

September 23, 1938

RECEIVED
SEP 24 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
SEP 17 1938
FOR FILING
401 K

September 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It is noted that the project statements for Projects FAS 8 and FAS 29 have been approved subject to the condition that the grade crossings within the limits of the projects be protected, as specified in General Administrative Memorandum No. 7.

Are we to understand that we are to be required to provide the protection referred to even though the crossings are not within the portions of the projects to which our improvements are confined?

In each of the two cases mentioned, the crossings are considerable distances from the units being improved.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hillsboro-Airport Section, Project No. FAS 8-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 8-A(1)

HILLSBORO-AIRPORT SECTION OF THE

HILLSBORO-FORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1938

2,800	cu. yds.	3" – 1½" Rock in Base	$ 2.18	$ 6,104.00
1,100	cu. yds.	¼" – 0" Rock in Base	2.18	2,398.00
200	M-gal.	Sprinkling	1.50	300.00
1.17	miles	Preparation of Base	100.00	117.00
550	cu. yds.	Mineral Aggregate in Place	3.15	1,732.50
30	tons	Light Tar in Binder Course	20.00	600.00
44	tons	Tar in Place	20.00	880.00
			Subtotal	$ 12,131.50
			10% Engr. & Cont.	1,213.15
			Total	$ 13,344
		Length	1.172 miles	
		Cost per mile	$ 11,385	

FAS Funds Requested - - -

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 8-A-1

HILLSBORO-AIRPORT SECTION OF THE

HILLSBORO-CORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 16, 1938

2,800	cu. yds.	3" - 1½" Rock in Base	$ 2.20	$ 6,160.00
1,100	cu. yds.	¼" - 0" Rock in Base	2.20	2,420.00
200	M-gal.	Sprinkling	2.00	400.00
1.17	miles	Preparation of Base	100.00	117.00
550	cu. yds.	Mineral Aggregate in Place	3.40	1,870.00
24	tons	SC-2 Asphalt in Binder Course	25.00	Alternate
36	tons	SC-6 Road Oil in Place	25.00	Alternate
30	tons	Light Tar in Place	20.00	600.00
44	tons	Tar in Place	20.00	880.00
			Subtotal	$ 12,447
			10% Engr. & Cont.	1,244
			Total	$ 13,691

Length 1.172 miles
Cost per mile $ 11,681

FAS Funds Requested- $ 8,360
State Funds- 5,331

$ 13,691

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
August 16, 1938

RECEIVED
AUG 17 1938
FOR FILING

NOTED
C. B. McCULLOUGH

Mr. E. A. Collier
Division Engineer
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

We are inclosing three copies each of sub-contracts between Saxton, Looney & Risley and Warren Northwest, Inc. covering the oiling on the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass Highway and the Skyline Boulevard Section of the Northwest Thompson County Road.

These sub-contracts meet the approval of this office and you may so advise the interested parties if they meet with your approval. We have kept one copy of each sub-contract for our record.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Incl.
CEL:DU

cc to: R. H. Baldock

FORM S-A-1 (10M 8-38)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CRANDELL, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 17 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 16, 1938

NOTED
C. B. McCullough,

Baxton, Loomey & Risley
Oak Grove, Oregon

Gentlemen:

We have just received your request for permission to sub-contract to the Warren Northwest, Inc. the oiling items on your contracts No. 2083, Hillsboro-Airport Road Section in Washington County, and No. 2088, Washington County Line-Skyline Boulevard Section in Multnomah County. These sub-contracts are being forwarded to Mr. Collier, Division Engineer, for his approval and he will advise you direct.

In the future, in order to expedite the approval of sub-contracts, we suggest that they be sent direct to the Division Engineer, as they must be approved by him before being approved by the Salem Office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

CEL:DU

cc to: R. H. Baldock

RECEIVED
AUG 2 1938
FOR FILING

#2083

July 28, 1938

United States Fidelity & Guaranty Company,
M. K. Spratt, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton, Looney & Risley on Contract No. 2083, Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass County Road in Washington County. This payment will be made on or after August 6th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 5 1938
FOR FILING

July 2, 1938

SAXTON, LOONEY & RISLEY

Oak Grove, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2083 which was awarded you by the Oregon State Highway Commission on June 3, 1938, covering the surfacing and oiling of the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass County Road, in Washington County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

P.S. As there is no express office at Oak Grove these are being sent to Milwaukie and will be held for you there.

COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 286-B, FAS20-A, FAS 279-A, FAS 13-A, FAS 8-A, FAS 14-A, and FAS 263-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

copy for Mr. Nash

7a-X.8-a

COPY

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sirs

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 263-B, FAS 279-A, FAS 6-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FASIS-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK
Encl.
Copy for Mr. Nash

RECEIVED
JUN 14 1938
FOR FILING
70 X 8-2

June 14, 1938

Sexton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

Please be advised that, since there is not an express office in Oak Grove, we have sent Contract No. 2083 which was awarded to you by the State Highway Commission on June 3, 1938, to Milwaukie, your nearest express office. Please call for it there.

Very truly yours,

HBG:AM

Secretary

June 14, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2083 awarded to you on June 3, 1938, by the State Highway Commission covering 1.17 miles surfacing and oiling on the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass County Road, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 11 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

June 8, 1938

Mr. Oscar Cutler

O F F I C E

Dear Sir:

I am handing you herewith five copies of an agreement with Washington County covering maintenance of a portion of the Hillsboro-Cornelius Pass County Road, FAS 8, which is being constructed by the state.

I am retaining the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

RECEIVED
JUN 6 1938
FOR FILING

70 A 4-A

June 6, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

The State Highway Commission on June 3, 1938, awarded you the contract for 1.17 miles surfacing and oiling on the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass County Road, in Washington County. This award was based on your low bid of $12,131.50 based on the use of tar submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 19 1938
FOR FILING
MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 8-A, Hillsboro-Airport Road section of the Hillsboro-Cornelius Pass county road, to Saxton, Looney & Risley, Oak Grove, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
POST OFFICE BUREAU
PORTLAND, OREGON
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on May 20, 1938, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 8, involving the improvement of 3.0 miles of the Hillsboro-Cornelius Pass Road, between a connection with Federal Aid Route No. 32 in Hillsboro and a point in the N.W. 1/4 of Section 34, T 1 N, R 2 W, in Washington County.

This project statement was approved subject to the following conditions:

1. That the eligibility for improvement with Federal Aid Secondary funds of the portion of the project within the City of Hillsboro shall be determined before recommending approval of the P.S.& E. for that portion of the project.

2. That the railroad grade crossing within the limits of the project is to be eliminated or adequately protected in accordance with the requirements of General Administrative Memorandum No. 7 dated May 10, 1937.

Widdows notified June 4th
Inf

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
1938
POST OFFICE BUILDING
PORTLAND, OREGON
STATE HIGHWAY COMMISSION

May 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 8-A (1), the Hillsboro-Airport section of the Hillsboro-Cornelius Pass Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

STATE Oregon

PROJECT NO. FAS 8
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

RECEIVED
AUG 1 1938
FOR FILING

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 7, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hillsboro-Cornelius Pass Section, Hillsboro-Cornelius Pass Road
2. Between ~~control points or official description:~~ a connection with F.A. Route No. 32 in City of Hillsboro and a point in NW¼ Sec. 34, T. 1 N., R. 2 W. and
3. Between intermediate control points if used: ..... and .....

County of Washington

4. Length in miles (gross) 3.0 (net) 3.0
5. Preliminary estimate of cost: Total, $15,000; section of road to be first improved, $15,000, of which $..... is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ..... (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(*b*) County .....
(Amount.) (Source; refer to statute.)

.....

8—8073

7. Funds for maintenance to be provided by State or County from the following
(State or (and) county.)

sources: Chap. 17, Laws 1917; Chap. 71, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

Hillsboro

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5072

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 8

C E R T I F I C A T E

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) May 7, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By _____
As Chairman

_____
District Engineer, B. P. R.

By _____
As Commissioner

(Date) _____

By _____
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

HILLSBORO-CORNELIUS PASS SEC.

HILLSBORO-CORNELIUS PASS RD.

WASHINGTON COUNTY

PROJECT NO. FAS-8

Scale: 1"=2000' Apr. 1938

CHICO
W 5TH AVE

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. SCAISBYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FAS 8-A

March 21st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

In regard to the Hillsboro-Cornelius Pass road, I beg to advise that $10,000 has been set up for the 1938 Program and $20,000 for the 1939 Program. The bulk of the 1938 Federal Secondary Program in Washington County was spent last year in improving the Nehalem Highway.

I do not know of any way in which Washington County can participate in the production of rock for this job, even to the extent of supplying the contractor. I would suggest, however, that you again discuss the matter with Tom Davis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 0-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

405 Weatherly Bldg.
March 14, 1938

RECEIVED
MAR 15 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the 1938 program for secondary, or feeder, roads, I note Hillsboro-Cornelius Pass — 3 miles.

Shall I call on the County Roadmaster and start preparation of plans for this job?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. H. Baldock

FAS 8-A

March 21, 1938

Mr. H. G. Smith
Office

Dear Sir:

Reference is made to Mr. Collier's letter of March 19 concerning the Hillsboro-Orenco Section of the Hillsboro-Cornelius Pass County Road. Tell them that it must be done by contract. We can't pay the County for the rock.

Very truly yours,

State Highway Engineer

RHB:HI

FORM S-S-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
March 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I went over the Hillsboro-Orenco Section of the Hillsboro-Cornelius Pass County road with headmaster Barney. This section has a fairly wide grade through valley country and apparently has a very fair rock macadam surface. It has been oiled with fuel oil in the past, but during the past winter has been scarified and bladed. I plan to use a 26 ft. roadbed with 20 ft. of rock surface and 18 ft. of O-11 specification, if this meets with your approval.

Washington County has the Jackson Quarry in operation about 10 miles north. They are equipped to make oil rock of any size desired, but their water for washing is not available after about June 1st. Mr. Barney thought the county could place the rock in stockpile on this job for $1.50 per cu. yd., providing it could be done during the next six weeks or two months. I doubt if this can be done under the Federal set-up, but if it could be done, the material will be very good and the price cheaper than any other crushed rock and probably cheaper than any crushed gravel. Washington County wants 90 cents for this material in the bunker and they have someone hauling for 6 1/2 cents a mile and would be willing to put it in the stockpile for $1.50. Please advise.

Mr. Barney was surprised that we had set up only $10,000. He said that the county judge apparently had the idea that Washington County would have about $20,000 available for this year's projects. Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

CONTRACT #2084

FA 147-H Brothers Oasis, Central Oregon Hwy.

2084

RECEIVED
SEP 8 1938
FOR FILING

2084

August 26, 1938

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2084 for the drilling of a well at Brothers Oasis, on the Central Oregon Highway, in Deschutes County, has been completed by the contractors, A. M. Jannsen Drilling Co., Inc., and that final settlement will be made by the State with said contractors for work done under said contract, on or after September 6, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues, or demands incurred by the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $1,183.44, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

RA:MBL

Encl 1

FORM S-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADDYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
ENGINEER'S WEEKLY REPORT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 25 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 24th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. W. L. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

RE: A. M. Jannsen Bill.

Dear Sir:

The estimate sent in from your office is going through in the usual manner, and the bill for $1,183.44 is not required. The bill can be destroyed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

Dictated by
Harold L. Spooner
H

cc to: R. H. Baldock
H. G. Smith

Form 338—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

For Week Ending AUGUST 6, 1938, 193

Section Brothers Oasis — *Kind of work* Well Drilling

Highway Central Oregon — *Section prefix* 9 - 1110

Contractor A. M. Jannsen Drilling Co. — *Contract number* 2084

Date of contract June 8, 1938, 193 — *Date of completion* August 31, 1938, 193

Date work started June 22, 1938, 193 — *Estimated date of completion* Aug. 6, 1938, 193

Amount of contract . . . . . $ 1372.50 — *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1183.44

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 95.00, 8 % — *Date project was completed* Aug. 6, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Actual drilling of well was completed on August 5.

Well was tested out on August 6 with results as follows:

Total depth of well, 395.2 feet.

Depth of water in bottom of well at beginning of test, 36 feet.

Depth of water in bottom of well at end of test, 38.5 feet.

Bailing Test:

25 bails of 20 gallons each were drawn from the well, a total of 500 gallons in 33.5 minutes, or at the rate of 14.9 gallons per minute.

Water at the end of the test was almost entirely clear.

Water level in the well raised up 2.5 feet during the test period.

The well had been bailed at approximately the same rate for an hour on the day prior to the test, according to the report of the driller.

Plumbness of the well was checked with a plumb-bob and appears to be very close to true.

Water at the bottom of the well is visible from the surface with a mirror.

There appears to be a slight bend in the course of the hole at about 52 feet below ground level.

Diameter of hole, 8", throughout. Hole drilled with a 7 7/8" bit.

Casing set at the surface of ground, 5 feet long, set 3 feet in bedrock.

Casing was capped with a steel cap at end of the job.

NOTED
VAN SCOY
8/15

cc Mr. George Ottem.

Signed Robert B. Gould

Resident Engineer,

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	____ COUNTY	____ COUNTY	____ COUNTY	____ COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 21 1938
FOR FILING

147-A

June 20, 1938

Mr. H. B. Glaisyer
O f f i c e

Dear Sir:

Please refer any special type of contract, like the well drilling recently awarded, to Mr. Devers before final award so that you may obtain his opinion.

Very truly yours,

State Highway Engineer

HHB:HH
cc Mr. J. M. Devers

1500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

June 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,

O f f i c e .

Dear Sir:

The subject of State Highway Contract No. 2084 is the digging of a well. I have approved the contract since it has already been signed by all of the parties, but had my attention been called to this in the first instance I would have recommended that a special agreement be prepared for this project for the reason that a highway construction contract with all the necessary special and regular provisions is not appropriate, but on the contrary seems quite inconsistent when used for a well drilling project.

Very little in this form of contract has to do with the drilling of a well, but, as I have stated, since the matter has gone as far as it has I can see no special harm in letting it go on through to completion.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

RECEIVED
JUN 20 1938
FOR FILES

147-H

June 18, 1938

A. M. Jamsen Drilling Co.
526 N. W. Broadway
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2084 awarded to you on June 8, 1938, for drilling a well on the Brothers Oasis on the Central Oregon Highway, in Deschutes County.

This is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

147-H

June 18th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The assignment of R. B. Gould to the Brothers Oasis Well Drilling as Resident Engineer, is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM S-2-1 RM 10-07

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 21 1933

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 13, 1933

147-H

Mr. R. H. Baldock,

O f f i c e .

Dear Sir:

The subject of State Highway Contract No. 2034 is the digging of a well. I have approved the contract since it has already been signed by all of the parties, but had my attention been called to this in the first instance I would have recommended that a special agreement be prepared for this project for the reason that a highway construction contract with all the necessary special and regular provisions is not appropriate, but on the contrary seems quite inconsistent when used for a well drilling project.

Very little in this form of contract has to do with the drilling of a well, but, as I have stated, since the matter has gone as far as it has I can see no special harm in letting it go on through to completion.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

REFERRED TO SECRETARY

FORM S-D-1 5500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 18 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

141-A

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

June 16th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned R. B. Gould the residency of the Brothers Oasis Well Drilling Contract 2084, Prefix 9-1119.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
JUN 14 1938
FOR FILING
147- H

June 13, 1938

A. M. Jannsen Drilling Co., Inc.
526 N. W. Broadway
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2084 which was awarded to you on June 8, 1938, by the State Highway Commission covering the drilling of a well on the Brothers Oasis Section of the Central Oregon Highway, in Deschutes County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following pate 4 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital asspciations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
DEC 9 1938
FOR FILING
147-H

June 8, 1938

A. M. JANNSEN DRILLING COMPANY, INC.
526 N. W. Broadway
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the Oregon State Highway Commission today awarded you the contract for the oasis well drilling project at Brothers, on the Central Oregon Highway, in Deschutes County, based on your low bid of $1,372.50, submitted April 28.

Contract forms will be forwarded to you shortly.

Very truly yours,

Secretary

MBL

for confirmed

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 8 1938

A M JANNSEN DRILLING COMPANY
526 N W BROADWAY
PORTLAND OREGON

COMMISSION TODAY AWARDED YOU CONTRACT COVERING OASIS WELL DRILLING PROJECT AT BROTHERS ON CENTRAL OREGON HIGHWAY DESCHUTES COUNTY BASED ON LOW BID SUBMITTED BY YOU APRIL TWENTYEIGHT STOP CONTRACT FORMS FOLLOW

H B GLAISYER SECRETARY

OREGON STATE HIGHWAY COMMISSION

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
H. B. Glaisyer
S. H. Probert

NOTED
H. B. GLAISYER

FORM S-E-1 3M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

(42)

RECEIVED
AUG 18 1938
FOR FILING
147-H

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 4, 1938

A. E. Jamsen Drilling Company
526 Northwest Broadway
Portland, Oregon

Attention: Mr. F. W. Livermore

Gentlemen:

It is probable that the well at the Brothers Oasis on the Central Oregon Highway in Deschutes County will be drilled as a state project. In case this is done we desire to drill on the opposite side of the road from the side shown on the sketch map which accompanied the proposal for this project. I am attaching a print of this map showing in red the proposed location of the well. We do not suppose that this change in location makes any difference to you, but we would like to have your formal consent to the change in location before the matter of awarding to you on your bid of April 28th is finally considered.

It is understood that if the award is made to you that the time for completion will be extended to compensate for the time between the taking of bids on April 28th and the actual date of award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
H. B. Glaisyer
S. H. Probert

NOTED

May 27, 1938

A. M. Jannsen Drilling Co.
526 N. W. Broadway
Portland, Oregon

Attention: F. W. Livermoore,
Assistant Manager

Gentlemen:

This acknowledges your letter of May 25, 1938, stating that it is agreeable with you to extend the time limit over the 30-day period for the granting of the award of the contract for drilling a well at Brothers.

There is still a question as to what the Highway Commission will do with this project. We have received word from the Bureau of Public Roads to the effect that the Federal Government will not cooperate with the cost of the same. The matter is being referred to the Highway Commission for consideration at its meeting next week and I will advise you definitely immediately thereafter as to the action taken.

Very truly yours,

H.G:AM

Secretary

WELL DRILLING, TEST BORING, AND PROSPECT HOLES

Shop and Residence
Reedville, Oregon
P. O. Address
Beaverton, Oregon
R. F. D. No. 1
Residence Phone
Beaverton 0652
Shop Phone
Beaverton 3735

A. M. JANNSEN DRILLING CO.

Incorporated
Office 526 N. W. Broadway
Phone BEacon 7056
PORTLAND, OREGON

May 25, 1938

RECEIVED
MAY 2[illegible] 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Mr. H.B.Glaisyer, Secretary,
Salem, Oregon.

Dear Sir:

This is to confirm our conversation of recent date in regard to our proposal for the drilling of a well at Brothers Oregon. It is agreeable with us to extend time over the thirty day period for the granting of the award due to the fact that the Federal funds are not yet available.

If the allotment of funds is made and we are given the contract we would appreciate having a few days notice in advance of the time you desire the work to start so that we could arrange to move the equipment.

Very truly yours,
A.M.Jannsen Drilling Co. Inc.
[signature]
Assistant Manager.

FWL

ANSWERED
H. B. G.

References and Estimates will be Cheerfully Given on Request

RECEIVED
JUN 17 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
MAY 21 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

147-H

May 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed Oregon Federal Aid Project No. 147-H, the Brothers Oasis roadside improvement on the Central Oregon Highway.

Bids for the drilling of the well on this project were opened on April 28, 1938, and award of contract withheld pending concurrence by this Bureau.

We are today advised that the sinking of the well, purchase and installation of the pump, and pump house are not eligible for Federal participation under the existing legislation. The remainder of the proposed work appears to be satisfactory.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to
H. B. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
APR 1 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 147-H, the Brothers Oasis on the Central Oregon Highway, are today being recommended for approval, subject to final review and approval by the Chief of the Bureau. This is your authority for advertising.

The plans show the completed project and your letter advises that the agreement will not be requested until the work is all placed under contract.

Our approval of the drilling of this well is qualified to the extent that if water is not found and the project is abandoned the State will assume all costs.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

April 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for sinking well in connection with the construction of the Brothers Oasis, Project No. FA 147-H.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. The plans show all work to be done to complete the project, but it is our plan to complete the sinking of the well before placing the remaining work under a subsequent contract.

It would seem desirable, since the cost of the well is small, to delay execution of the project agreement until all work required on the project is under contract, if this procedure is acceptable to you.

It is proposed to pay for the small amount of landscaping work located on Project No. 147-F from State funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:EH

Encl.

Oregon State Highway Department — Federal Aid Project No. 147-H

BROTHERS OASIS ON THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1928

300	lin. ft.	Sinking Well, 0' to 300' Depth	$ 3.50	$ 1,050.00
150	lin. ft.	Sinking Well, 300' to 600' Depth	4.50	675.00
			Subtotal	$ 1,725
			10% Engr. & Cont.	172
			Total	$ 1,897

Length of Project .096 mile

Cost per mile $ 19,760

Federal Aid Funds Requested	$ 1,160
State Funds	737
	$ 1,897

FORM 5-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

FA 147-H

March 21st
1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. Shaver,
503 Delaware Street
Bend, Oregon

Dear Sir:

In regard to your inquiry concerning the drilling of a well at Brothers.

We are advised by the Salem office that this work will be up for contract letting at their meeting on April 28th.

Please contact the Secretary of the State Highway Commission, H. B. Glaisyer, for proposals and plans if you desire to bid on this work at that time.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith

FORM S-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 18th, 1938

FA 141-H

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I think the contract will be let for the well on the proposed oasis site at Brothers at the April letting. This contract will include the well only, and your Mr. Shaver can bid on the job at that time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Form [illegible] SM 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

March 17th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Mr. C. Shaver, Well Driller, of 503 Delaware Street, Bend, Oregon, called at this office to day seeking information as to the State Highway Department's plans for drilling a well at the proposed oasis and patrol station site at Brothers on the Central Oregon Highway.

Mr. Shaver stated that he had drilled a 410' well for Mr. John Helfrich in that vicinity and was familiar with conditions there. He estimated that he could drill an eight inch hole to a depth of approximately 430' for $3.00 per foot.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
H. M. Smith

HMS:f

cc-Mr. George Otten

CONTRACT # [redacted] 2085

FA 94-A(2) Coquille-Clausen Cr. Sec., 1938
Oregon Coast Hwy.

#2085

RECEIVED
JUL 13 1940
FOR FILING

94-A-2

July 12, 1940

Cross Referenced To

Scanlan & Scanlan,
American Building,
Marshfield, Oregon.

Attention: Mr. Bennett Scanlan, Jr.

Dear Sirs:

This is to acknowledge your letter of July 11th with further reference to the claim of Mr. and Mrs. George Mathewey for poles taken from their property.

During the 1938-1939 season the firm of Berne Bros. [illegible] had the contract for the grading, surfacing and oiling of the Coquille-Glasgow Corner Section of the Oregon Coast Highway. This contract was completed August 11, 1939. The address of the above firm is 7925 S. E. Halsey Street, Portland, Oregon.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer.

JM

SWANTON & SWANTON
Successors to
LILJEQVIST, SWANTON & McKEOWN

L. A. LILJEQVIST
1929-1938
BENNETT SWANTON
JOS. A. McKEOWN

AMERICAN BUILDING

MARSHFIELD, OREGON

July 11, 1940

State Highway Commission
Salem,
Oregon

Gentlemen: Attention: C. B. McCullough

We have your letter of July 1,1940, in which you ask for more information with regard to the claim of Mr. and Mrs. George Hathaway for poles which were taken from their property for use on the highway South of Coquille, Oregon.

According to Mrs. Hathaway, a Frank Hulburt came to them and made arrangements to get cedar poles from them for use on the highway below Coquille, Oregon. At that time the fill on which the highway was located was being raised higher and poles were needed in the work. After Hulburt got the poles he considered necessary, some of the men working on the highway came to the Hathaway place and took off more poles for use in the same project. Mr. and Mrs. Hathaway made no objection as they felt that all the poles were to be used for the same purpose and would be paid for at the same time.

After the job was completed Mr. and Mrs. Hathaway made several attempts to find Mr. Hulburt in order to determine when the payment for the poles would be forthcoming. They were unable to locate him, and, of course, have never been paid for the poles.

Mr. and Mrs. Hathaway thought that Mr. Hulburt was employed by the State Highway Department and did not think that there would be any trouble getting their money for the poles.

In your letter you refer to Berke Brothers as the firm which contracted to do the work on the highway. Any more information which you may be able to give us will be appreciated. We, of course, are anxious to get to the bottom of the matter and see that Mr. and Mrs. Hathaway do not lose $112.00 which is due them for the poles. Thanking you, we remain,

Respectfully,

Swanton & Swanton
by Bennett Swanton, Jr.

RECEIVED
JUL 2 1940
FOR FILING

July 1, 1940

[redacted] Swanton,
Attorneys at Law,
American Building,
Marshfield, Oregon.

Attention: Bennett Swanton, Jr.

Dear Sirs:

Receipt is acknowledged of your letter of June 24th with reference to claim of Mrs. George Hathaway, Coquille, in amount of $112.00, for poles which were taken from her property.

Would it be possible to furnish us with more information in connection with this claim? We have no record of Frank Hulburt being employed by this department. The section of highway which you refer was under contract during 1939 to the contracting firm of Burke Brothers, and it is quite possible that they secured the poles for use in connection with their operations. If this was the case the claim would be against this firm and not the Highway Commission.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer,

JH

SWANTON & SWANTON
Successors to
LILJEQVIST, SWANTON & McKEOWN

L. A. LILJEQVIST
1929-1938
BENNETT SWANTON
JOS. A. McKEOWN

AMERICAN BUILDING

MARSHFIELD, OREGON

June 24, 1940

State Highway Commission
Salem,
Oregon

Gentlemen:

Mrs. George Hathaway, of Coquille, Oregon, was in the office recently inquiring about her rights with regard to poles used by the highway department, some time during August or September, 1938, while constructing the fill south of Coquille, on the Bandon-Coquille highway.

As I understand the situation, Mr. Frank Hulburt was working for your department and made the arrangements to get the poles from Mr. Hathaway's property. Mr. Hulburt got a number of poles and later other employees of the State Highway department went on to Mr. Hathaway's land and took off other poles.

Over 50 poles in all were taken, amounting to about $112.00. Nothing has been paid on this sum, either by Mr. Hulburt or by your department. Mrs. Hathaway has never presented a bill to your department or to Mr. Hulburt, in fact Mr. Hulburt left before a bill could be presented to him, and has been wondering what she should do.

I do not know what kind of a set up you had with Mr. Hulburt, but I do feel that Mr. and Mrs. Hathaway should not be the ones to lose on the deal. We will appreciate it very much if you will pay the above sum for the poles used by the highway crew.

Thanking you, we remain,

Respectfully,

Swanton & Swanton
by Bennett Swanton, Jr.

RECEIVED
DEC 19 1939
FOR FILING

FA 94-A-2

December 19, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2085, for the construction of the Coquille-Clausen Section of the Oregon Coast Highway in Coos County, has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after December 29, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $143,701.24, including the final payment. Of this amount $271.51 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

14-A-2

Salem, Oregon
December 4, 1939

Coquille-Clausen Section
6-1108

Mr. K. D. Lytle
Resident Highway Engineer
Roseburg, Oregon

Dear Sir:

In response to the note on your letter to Mr. T. V. Johnson, dated November 28, the quantities of crushed rock used on the above mentioned project are listed below.

Crushed Gravel Surfacing- - - - - - - - - -	6,459.3	cu. yds.
Mineral Aggregate in Place- - - - - - - - -	2,139.0	" "
1½" - 3/4" Crushed Gravel in Stockpile- - -	120.2	" "
3/4" - ½" Crushed Gravel in Stockpile - - -	368.2	" "
3/4" - 0" Crushed Gravel in Stockpile - - -	559.1	
Total - - -	9,646.0	cu. yds.

The final payment to Berke Brothers has not been made. It is being withheld pending settlement of a question pertaining to engineering penalty.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

FORM S-A-1 SM 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 29 1939

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. S. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 28, 1939

T. V. Johnson
Broadbent
Oregon

Dear Sir:

Mr. Sage has informed us that you have not yet received all the money due you from Berke Bros. for royalty on gravel taken from your property in connection with the Coquille-Clemsen Project.

Our records indicate there were 9545 cubic yards of crushed rock used on this project. These figures, however, are subject to correction as they have not yet been checked by the Salem Office.

We are not sure that Berke Bros. have been paid in full but will inform you as soon as we hear from our Salem Office.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Zipprell
OfficeEngineer

RBS:G

cc: Sage
Probert

Will you please advise what the final yards of crushed rock were and whether or not final payment has been made to Berke Bros.

RBS

FA 94-A-2

November 24, 1939

Mr. O. C. Yocom
Birkenfeld, Oregon

Dear Sir:

The rock items appearing on the field engineer's final estimate for Contract No. 2085, Coquille-Clausen Section, are as follows:

Gravel Topping	14,548.0 cu. yds.
Crushed Gravel Surfacing	6,459.5 cu. yds.
Mineral Aggregate in Place	2,139.0 cu. yds.
1½" - 3/4" Crushed Gravel in Stockpile	120.2 cu. yds.
3/4" - ⅜" Crushed Gravel in Stockpile	368.2 cu. yds.
3/4" - 0" Crushed Gravel in Stockpile	559.1 cu. yds.

The above quantities are subject to correction on the final check of this project which has not been completed at this time.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

PHONES Office 7X3
Res. 3152

O. C. YOCOM
GENERAL CONTRACTOR
CIVIL ENGINEER

WILLAMINA, ORE.
Birkenfeld, Oregon
November 18, 1939

RECEIVED
NOV 20 1939
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

We have a little royalty on rock unpaid on our Coquille-Clausen crushing sub-contract with Berke Bros., contract #2085, We would like to settle up on this balance in full before December 1.

Will you kindly send us a summary of all the rock items on this contract, as same appears on the Final Estimate?

Very truly yours,

O. C. YOCOM

By A. A. Anderson

AAA/ay

R. H. Baldock

74-1-2

Final Cost Analysis-September 30, 1939
Coquille-Clausen Section
Oregon Coast Highway in Coos County
Contract 2085 Prefix 6-1108
Berke Bros., Contractors V. H. Coffey and E. E. Umphlette, Resident Engineers

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,054.69	100%			$2,000.00
Trench Excavation	1,060.32	1,246.8 cu. yd.	0.850	1.00	1,246.80
Single Class Excavation	55,462.61	231,194 " "	0.240	0.25	57,798.50
Overhaul	770.00	68,870.8 yd. sta.	0.011	0.01	688.71
Truck Haul	31,236.50	303,216.5 yd. mi.	0.103	0.10	30,321.65
Finishing Roadbed & Slopes	673.33	2.95 Mi.	228.25	200.00	590.00
Rounding Cutbanks	120.65	1,507.8 lin. ft.	0.08	0.08	120.62
18" Concrete Pipe	114.48	72 " "	1.59	1.75	126.00
24" " "	192.00	75 " "	2.56	2.75	206.25
24" Corr. Iron Pipe	914.94	414 " "	2.21	2.10	869.40
Salvaging Culvert Pipe	50.40	60 " "	0.84	0.50	30.00
*Salvaging Surface Material	3,078.40	4,736 cu. yd.	0.65	0.60	2,841.60
Fog Posts	211.73	102	2.076	2.00	204.00
Gravel Topping	11,076.88	14,548 cu. yd.	0.761	0.80	11,638.40
*Crushed Gravel Surfacing	14,661.24	6,459.5 " "	2.270	2.65	17,117.67
Sprinkling	336.00	280 M-Gal.	1.20	1.25	350.00
*Preparation of Base	295.00	2.95 Mi.	100.00	100.00	295.00
*Mineral Aggregate in Place	6,844.80	2,139 cu. yd.	3.20	3.40	7,272.60
*SC 6 Road Oil in Place	3,159.78	121.53 Ton	26.00	26.00	3,159.78
*Cutback Asphalt in Place	1,842.00	76.75 "	24.00	24.00	1,842.00
PA #1 72" Corr. Iron Pipe (Dipped)	1,977.74	166 lin. ft.	11.91	12.00	1,992.00
PA #2 9" Perf. Corr. Iron Pipe	85.28	94 " "	0.907	1.25	117.50
PA #3 Culvert Pipe Left on Job					
24" Corr. Iron Pipe	87.88	52 " "	1.69	1.69	87.88
24" Concrete Pipe	18.45	9 " "	2.05	2.05	18.45
24" Culvert Bands	4.04	2	2.02	2.02	4.04
Hauling Culvert Pipe	7.50				7.50

Contract 2085
Final Cost Analysis

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #4	1½"-3/4" Crushed Gravel	$300.50	120.2 cu. yd.	2.50	2.75	$330.55
"	3/4"-½" " "	920.50	368.2 " "	2.50	2.75	1,012.55
"	3/4"-0 " "	503.19	559.1 " "	0.90	0.90	503.19
PA #5	RC 3 Barrelled	210.82	12.70 Ton	16.60	16.60	210.82
"	SC 6 "	446.38	26.57 "	16.80	16.80	446.38
EWO #1	Relay 2" Water Pipe	20.02				20.02
EWO #2	Extra Clearing & Grubbing	288.78				251.49
		$139,026.83				$143,721.35

Gross Revenue	$143,721.35
Total Cost	139,026.83
Net Profit	$4,694.52

Net Profit Equals 3.27% of Gross Revenue

* These items sub-contracted to O. C. Yocom. The sub-contractor made a net profit of $905.44, making the net profit for the entire job as follows:

Net Profit (Berke Bros., Contractors)	$4,694.52
" " (O. C. Yocom, Sub-Contractor)	905.44
Net Profit on Job	$5,599.96
" " Equals 3.90% of Gross Revenue	

Contract 2085

Detail of Cost

Labor:

Supervision	$1,651.22	
Labor	35,200.23	
State Industrial Accident 6½%	2,395.35	
Unemployment Comp. 3%	1,105.55	
Old Age Benefit 1%	368.52	
		$40,720.87

Materials:

18" Conc. Pipe	72	lin. ft. at	1.25	$90.00	
24" " "	84	" " "	2.05	172.20	
24" Corr. Iron Pipe	466	" " "	1.69	787.54	
24" " " " Bands	20		"	2.02	40.40
72" Corr. Iron Pipe	166	lin. ft.	"	8.23	1,366.18
72" " " " "	10		"	8.11	81.10
9" Perf. Corr. Iron Pipe	94	" "	"	0.62	58.28
9" " " " " Bands	5		"	0.70	3.50
					2,599.20

Miscellaneous:

Equipment Rental (Including Repairs)	$26,835.00	
Hired Equipment (Including Gas, Oil & Grease)	31,482.75	
Gas, Oil and Grease	5,461.35	
Explosives	4,237.58	
Camp Expense	322.87	
Moving In	1,710.00	
Drilling Expense	935.77	
Small Tools & Miscellaneous Expense	5,748.84	
Home Office Expense	2,874.42	
Bond	1,437.21	
Fog Posts 102 at $2.00 Less Labor ($73.50)	130.50	
Hauling Culverts Left on Job	7.50	
Barrelling Oil - RC-3	210.82	
" " SC-6	446.38	

Items Sub-Contracted to O. C. Yocom:

Preparation of Base	2.95	Mi. at $100.00	$295.00	
Mineral Aggregate in Place	2,139	cu. yd. at 3.20	6,844.80	
SC-6 Road Oil in Place	121.53	Ton at 26.00	3,159.78	
RC-3 Asphalt in Place	76.75	" " 24.00	1,842.00	
Crushed Gravel in Stockpile	488.4	cu. yd. at 2.50	1,221.00	
" " " "	559.1	" " " 0.90	503.19	
				95,706.76

Total Cost $139,026.83

Final Cost Analysis
O. C. Yocom, Sub-Contractor

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Surfacing Rock:					
Move In & Set Up	$441.96	7,019.1 cu. yd.	0.0630		
Loading Bar Material	845.41	" " "	0.1204		
Haul - Bar to Plant	519.80	" " "	0.0741		
Crushing	2,871.97	" " "	0.4092		
Haul - Plant to Plant S.P.	541.33	" " "	0.0771		
Stockpiling at Plant	131.93	" " "	0.0188		
Load Mat'l from Plant S.P.	1,160.34	" " "	0.1653		
Haul - Plant S.P. to Road	6,880.17	" " "	0.9802		
	$13,392.91	6,460.0 cu. yd.	1.9081	2.15	$13,887.93
		559.1 " "		0.90	503.19
	$13,392.91	7,019.1 cu. yd.	1.9081	2.05	$14,391.12
Mineral Aggregate:					
Move In & Set Up	$146.40	2,627.4 cu. yd.	0.0557		
Loading Bar Material	709.10	" " "	0.2700		
Haul - Bar to Plant	330.88	" " "	0.1260		
Crushing	1,250.56	" " "	0.4760		
Haul - Plant to Plant S.P.	742.22	" " "	0.2825		
Stockpile at Plant	112.14	" " "	0.0427		
Load Mat'l from Plant S.P.	422.70	" " "	0.1609		
Haul - Plant S.P. to Road SP	2,957.78	" " "	1.1257		
Stockpile at Road	82.47	" " "	0.0314		
	$6,754.25	2,627.4 cu. yd.	2.5709	2.50	$6,568.50
Mineral Aggregate:					
Load from Road S.P., Haul and Spread	$1,724.27	2,139 cu. yd.	0.8061	0.70	$1,497.30
Preparation of Base:	$225.82	2.95 Mi.	76.55	100.00	$295.00
SC-6 Road Oil:					
Heat, Haul & Spread	$976.77	121.53 Tons	$8.04		
121.53 Ton SC-6	595.50	" "	4.90		
Frt. on 121.53 T SC-6	1,263.91	" "	10.40		
	$2,836.18	121.53 Tons	23.34	26.00	$3,159.78
RC-3 Asphalt:					
Heat, Haul & Spread	$613.52	76.75 Tons	7.99		
76.75 Ton RC-3	729.13	" "	9.50		
Frt. on 76.75 T RC-3	429.80	" "	5.60		
	$1,772.45	76.75 Tons	23.09	24.00	$1,842.00

Final Cost Analysis
O. C. Yocom-Sub-Contractor - 2.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Salvage Surfacing Material:					
Loading	$394.19	2,479 cu. yd.	0.1590		
Hauling	356.94	" " "	0.1440		
	$751.13	2,479 cu. yd.	0.3030	0.25	$608.75
	$27,457.01				$28,362.45

Gross Revenue	$28,362.45
Total Cost	27,457.01
Net Profit	$905.44

Net Profit Equals 3.19% of Gross Profit

Contract 2035
O. C. Yocum, Sub-Contractor

REMARKS:

Through a sub-contract agreement, O. C. Yocom, furnished the crushed gravel surface material, prepared base for oiling, furnished and applied mineral aggregate, applied SC-6 and RC-3 oil and loaded and spread the salvaged surface material from stockpiles to the roadbed.

On August 22, 1938 O. C. Yocom moved in and began erection of his crushing plant on the Johnson Bar located on the Coquille River, near the town of Powers and 21 miles from the east end of the project. The crushed material was hauled the 21 miles to the job by hired trucks. A portable Austin-Western crushing plant powered by a 120 h.p. diesel engine was loaded by a 5/8 speeder shovel and one 4-yard truck. Two weeks were required to set up the plant and from September 4, 1938 to October 1, 1938 3/4"-0" crushed gravel surface rock was produced and stockpiled near the plant. From October 1, 1938 to October 22, mineral aggregate, consisting of 850 cu. yd. 1¼"-3/4", 735 cu. yd. 3/4"-1/2", 701 cu. yd. 1/2"-1/4" and 341 cu. yd. 1/4"-0", totaling 2,627 cu. yd. were produced and stockpiled near the plant. 7,018 cu. yd. of surfacing material was produced in 160 hours, averaging 44 cu. yd. per hour. 2,627 cu. yd. of mineral aggregate was produced in 120 hours, averaging 22 cu. yd. per hour. Following the production of mineral aggregate, from October 22 to November 11, 1938 crushed surfacing material was hauled from the plant stockpile and spread on the roadbed, the hauling being done in hired trucks. 2,551 truck hours were required to haul 6,460 cu. yd. an average of 22 miles. From November 12 until December 3 salvaged surface material was loaded from stockpile and hauled and spread on the road. 2,479 cu. yd. were handled in 72 hours, averaging 34 cu. yd. per hour. This completed the work for the winter.

On May 15, 1939 O. C. Yocom returned and hauled crushed surface material to fill low spots in the roadbed surface and to stockpile the balance of this material. From May 21 to June 3, mineral aggregate was hauled from the stockpile at the plant site to a stockpile near the center of the job.

From June 18, 1939 to July 8, 2.95 miles of base were prepared with a #99 Austin Western blade, 2,139 cu. yd. of mineral aggregate, 121.53 tons of SC-6 and 76.75 tons of RC-3 were applied. Oil was heated with a Cleaver booster which proved very satisfactory, and loaded directly into a distributor without the use of a transport. Oil was spotted in Coquille about ¼-mile from the east end of the job. Mineral aggregate was loaded with a 5/8 cu. yd. Speeder shovel and hauled in light trucks. Other equipment included a 10-ton roller, a Fordson brush, and pilot car. 2 Days were required to apply the prime coat of RC-3, five days for the first course, second course and first seal, of SC-6, and two days for the second seal of RC-3. The oil mat surface treatment was a type O-11 modified. Oiling was done during good weather and without delays.

Costs were increased by excessive handling of materials and by a high quantity of fines in the gravel bar, but these increases were offset by advantages accruing from a drop in oil prices after the job was awarded and by the State's purchase of excess material produced during crushing operations. All operations were efficiently done and resulted in a small profit.

Contract 2085
Berke Bros.

REMARKS:

This was a Regular Federal Aid Project and consisted of reconstruction of 2.95 miles of highway roadbed, construction of 2.95 miles of selected roadbed topping, 2.95 miles of crushed gravel surfacing, application of 2.95 miles of oil mat surface treatment and other incidental work. The contract was bid and awarded June 15, 1938; work was started June 21st, suspended Dec. 3rd, resumed May 15th, 1939 and completed August 11th, 1939.

Right of way area amounted to about 60 acres, but only a small portion of this area required clearing and grubbing. Cut sections contained 4½ acres of fir and small trees on a steep slope directly above the existing road, and the balance of work consisted of removing brush and debris adjacent to the existing roadbed.

Excavation was handled by two crews. Material for building up the dike section was excavated with a 1-3/4 yard diesel shovel and hauled an average of a little over a mile in hired trucks. The entire section was widened to the level of the existing highway; the oiled surface and crushed rock course on the existing highway were then separately salvaged. A heavy motor blade scarified the surface, and the loosened material was then picked up by a 6 cu. yd. scraper drawn by a 75 h.p. A.C. diesel tractor and deposited in stockpiles. This stripping was done in 500-foot sections, which was then built up to grade before stripping the next section. The material was taken from a large cut at the west end of the dike section.. After removing about 40,000 cu. yd. of common material, a ridge of hard sandstone was encountered. This material had to be drilled and shot and broke quite large. It is estimated that 92,000 cu. yd. has been shot, requiring 36,850 lb. of powder or about .4 lb. per cu. yd. The cost of drilling and shooting was $10,619.51, and on the estimated yardage shot this cost averages 11½ cents per cu. yd. On the total yardage moved, drilling and shooting averaged $0.046 per cu. yd. The 1-3/4 yard shovel working three 7-hour shifts per day moved 182,600 cu. yd. in 1523 hours, or an average of 120 cu. yd. per hour. This material was all hauled in hired 4 cu. yd. trucks, owned by Mr. Levison of Myrtle Point, on an agreement by which the truck haul was done for $0.09 per yard mile, overhaul for $0.01 per yard station and free haul without cost, all estimated on bank measure. Material for embankments west of the dike section was excavated by a 1¼ cu. yd. diesel shovel and hauled in four 8 cu. yd. trucks owned and operated by the contractor. This shovel moved 48,600 cu. yd. in 561 hours, at an average of 86 cu. yd. per hour. All excavating units moved an average of 2,700 cu. yd. per day and excavating work was completed by November 1st, 1938.

The gravel topping followed closely behind the grading and was finished Nov. 8th, 1938. Gravel topping was secured from a State site approximately 5.4 miles southeast of the east end of the project and 2 miles northwest of the town of Arago. The material was loaded by a 3/8 cu. yd. unit shovel and hauled in hired 1½-ton trucks. A heavy motor graded, diesel powered, was used to spread the topping and also to maintain the grade. Three 75 h.p. A.C. tractors and dozers were also used to spread and compact grade material.

Furnishing on the road of crushed gravel for surfacing was subbed to O. C. Yocom for $2.15 per cu. yd. This work was started October 24th, 1938 and completed Nov. 19th, 1938. Upon completing the crushed surface material, O. C. Yocom produced the mineral aggregate for oiling and stockpiled it at the plant site where it was left during the winter suspension of work.

A shovel and light trucks were used to load and haul salvaged surface material from stockpile to the road. Upon completing this work, the project was shut down for the winter and turned over to the State maintenance department, which kept the roadbed in shape until the contractor resumed work in the spring of 1939.

On May 15th, 1939, O. C. Yocom, sub-contractor, moved in to haul mineral aggregate from the plant site to the roadside stockpile, prepare base and apply the oil mat treatment. This work was finished May 31st, two weeks having been required to prepare 2.95 miles of base, to haul and spread 2,139 cu. yd. of mineral aggregate and to shoot 198.28 tons of oil.

From July 20th, 1939 to August 11th, 1939, two men were employed by Berke Bros. to prepare and install fog posts which completed all work on the project.

During the course of the job a portion of both the dike section and the Clausen fill slid out as the height of the grade was raised, making it necessary to borrow additional material to construct counter balances and to again raise the roadbed to grade. This required more time than was anticipated for completing the excavation work and threatened to extend the fall operations into the rainy season, and thereby increase grading costs. Due to a late season of favorable weather, however, costs were only slightly increased by this delay.

The traffic problem on this project has been a difficult one as all the tourist traffic on the Oregon Coast Highway, and much commercial and log trucking had to be routed over the grade as it was being constructed. Cost of flagmen amounted to $2,244.25. Good management minimized all difficult features of the job, however, and with an efficient crew and equipment made a small profit possible. This profit was earned almost entirely on grading operations and on crushed gravel surfacing.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 9 - 1939
FOR FILING

94-A-2

October 18, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Erke Brothers on Contract No. 2085, for the construction of the Coquille-Clausen Section of the Oregon Coast Highway in Coos County. This payment will be made on or after October 18, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 8-57

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FA 94-A-2

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 17th, 1959

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTN: H. B. GLAISYER

Dear Sir:

Reference is made to the request made by Berke Bros. for an extension of time from June 30th, 1959, to August 11th, 1959, on their contract 2085, Coquille-Clausen Section of the Oregon Coast Highway.

The contract was awarded June 15th, 1958, and work was started June 21st, the grading and surfacing being completed December 1st, 1959.

The contract specified that the oiling work should not be started before June 1st, so that work preparatory to oiling was not started until May 16th, when the work of placing necessary surfacing materials was started. It required until June 10th, to perform this work and haul the oiling rock from where it had been crushed to a stockpile on the project.

The contractor was then delayed by rain and did not start oiling until June 26th. Oiling work was completed July 8th. At that time there still remained the work of installing fog posts which work was completed August 11th, 1959.

The work of installing the fog posts did not interfere with the use of the roadway nor require much engineering.

In view of the fact that all of the work except the installation of the fog posts was completed within eight days of the specified date of completion and to the previous good record of Berke Bros. in completing jobs on time I recommend that the requested extension of time be granted without penalty.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

RECEIVED
OCT 20 1939
FOR FILING

FA 94-A-2

October 4, 1939

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Berke Bros., requesting an extension of time on their contract No. 2085, Coquille-Clausen Section in Coos County.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. S. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

94-A-2

Sept. 29, 1939

IN REPLY PLEASE REFER TO FILE NO.

U.S. SUPERVISOR
STATE

Berke Bros.
2815 S.E. Harrison St.
Portland, Oregon

Gentlemen:

The time limit on Contract No. 2085 - Coquille-Clausen Section of the Oregon Coast Highway, expired June 30, 1939, but the work was not completed until August 11, 1939. Therefore, it will be necessary for you to submit an application for Extension of Time. The written consent of your surety should accompany your application.

Very truly yours,

K. D. LITLE
Division Engineer

cc: Glaisyer

FA 94-A-2

September 28, 1939

H. B. Glaisyer, Secretary

K. D. Lytle, Division Engineer

Extension of time on Contract No. 2085.

The time limit on Berke Bros. contract No. 2085 for grading, surfacing and oiling the Coquille-Clausen Section of the Oregon Coast Highway, in Coos County, expired on June 30, 1939, and according to our records was not completed until August 11, 1939. Will you please arrange with the contractor to submit an application for an extension of time.

JM:AM

FAP 97-2
2085

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
STATE HIGHWAY

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

September 8, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 97-A (2), Dike Section-Coast Highway, was made by a representative of this office on August 26, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jlw

RECEIVED
DEC 8 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

DEC 7 - 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Oregon FAP 97-(2)
Fat Elk Creek-Clausen Sec.,
Oregon Coast Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Apr. 36557

Form P. R. 2

State Oregon

Federal Aid Project No. 97 (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of October, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of March, 19 38, a project statement, which was approved by the Secretary on the 29th day of March, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section ~~of~~ said project which were recommended for approval by the United States District Engineer on the 31st day of May, 19 38; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of forty-seven thousand, three hundred sixty and 00/100 dollars ($ 47,360.00) as the share of the United States payable under said act on account of Section ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 131+19 in the NW 1/4, Section 3, T. 28 S., R. 13 W., W. M., and survey station 526+50 in the SW 1/4, Section 33, T. 27 S., R. 13 W., W. M., (excepting therefrom those portions between survey stations 151+50 ± 589+46.3 and 563+45, and survey stations 555+24 and 539+32)

, length 0.782 of a mile in Coos County, being Section ~~xx~~ Oregon Federal Aid project No. 97 (2), consisting of 0.782 of a mile of roadway and no bridges, each of more than 20 feet clear span.

8—5518

~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ..... of said project shall not in any event exceed the sum of forty-seven thousand, three hundred sixty and 00/100 ..... dollars ($47,360.00 .....), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-seven thousand, six hundred ..... thirty-four and 00/100 ..... dollars ($ 77,634.00 .....), the approved total estimated cost of Section ..... of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer .....

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon .....

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ..... day of NOV 22 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Cadman

Member, State Highway Commission
(Title of officer)

By .....

Member, State Highway Commission
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

By .....

.....
(Title of officer)

SECRETARY OF AGRICULTURE,

By .....

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5528

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. ~~37 (2)~~ State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ ~~77,634.00~~ as the total estimated cost of said project, and the sum of $ ~~47,360.00~~ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of NOV 22 1938 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. C. Tracy
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 9—4880

RECEIVED
OCT 29 1938
FOR FILING
97-2

October 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Fat Elk Creek-Clausen Section, Project No. FA 97 (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

OCT 6 1938
FOR FILING
(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
OCT - 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 97 (2)
Fat Elk Creek-Clausen Creek section
Oregon Coast Highway

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

c

Encls.

RECEIVED
AUG 25
FOR FILING
FA 97-A (2)

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Fat Elk Creek-Clausen Creek Section, Project No. FA 97-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 97-A (2)

FAT ELK CREEK-CLAUSEN CREEK SECTION

OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

Roadwork (Sta. 151+50 to 170+50) (Sta. 563+45 to 585+24)
(Sta. 530+72 to 526+50)

All Required		Clearing and Grubbing		$ 531.00
300	cu. yds.	Trench Excavation	$1.00	300.00
208,700	cu. yds.	Excavation, Single Classification	0.25	52,175.00
31,000	yd. mass.	Overhaul	0.01	310.00
23,000	yd. mi.	Truck Haul	0.10	2,300.00
0.78	mile	Finishing Roadbed and Slopes	200.00	156.00
2,300	lin. ft.	Rounding Cutbanks	0.08	184.00
130	lin. ft.	18" Concrete Pipe	1.75	227.50
10	lin. ft.	24" Concrete Pipe	2.75	27.50
110	lin. ft.	24" Corrugated Iron Pipe	2.10	231.00
94	lin. ft.	72" Corrugated Iron Pipe, Uncoated	11.50	1,081.00
70	lin. ft.	Salvaging Culvert Pipe	0.50	35.00
1,200	cu. yds.	Salvaging Surfacing Materials	0.60	720.00
10	only	Fog Posts	2.00	20.00
4,500	cu. yds.	Gravel Topping	0.80	3,600.00
1,600	cu. yds.	Crushed Gravel Surfacing	2.65	4,240.00
300	cu. yds.	Filler	0.30	90.00
600	yd. mi.	Hauling Filler	0.10	60.00
350	M-Gals.	Sprinkling	1.25	437.50
0.78	mile	Preparation of Base	100.00	78.00
650	cu. yds.	Mineral Aggregate in Place	3.40	2,210.00
39	tons	SC-6 Road Oil in Place	26.00	988.00
24	tons	Emulsified or Cutback Asphalt in Place	24.00	576.00
		Subtotal		$70,577
		10% Engr. & Cont.		7,057
		Total		$77,634

Length of Roadway	0.782 mile
Length of Bridge	0.014 mile
Total Length	0.796 mile
Cost per mile, Roadway	$99,276

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$47,360
State Funds- -	30,274
	$77,634

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
AUG 23 1938
FOR FILING
MONTANA
OREGON
WASHINGTON
1-1-2

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

RECEIVED
JUN 2 - 1938
PORTLAND, OREGON
OREGON
STATE HIGHWAY COMMISSION
May 31, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 97-A (2), the Fat Elk Creek-Clausen Section of the Oregon Coast Highway, have been forwarded today with our recommendation for approval. This is your authority to advertise the project for bids for construction, subject to the final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1938
FOR FILING

Oregon State Highway Department — Federal Aid Project No. 97-A(2)

FAT ELK CREEK-CLAUSEN CREEK SECTION

OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1938

Roadwork (Sta. 151+50 to 130+50) (Sta. 563+45 to 555+24) (Sta. 539+32 to 526+50)

All Required		Clearing and Grubbing		$ 300.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
208,700	cu. yds.	Excavation, Single Classif.	0.25	52,175.00
31,000	yd. sta.	Overhaul	0.01	310.00
23,000	yd. mi.	Truck Haul	0.10	2,300.00
0.78	mile	Finishing Roadbed and Slopes	300.00	234.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
10	lin. ft.	24" Concrete Pipe	3.00	30.00
110	lin. ft.	24" Corr. Iron Pipe	3.00	330.00
94	lin. ft.	72" Corr. Iron Pipe, Uncoated	14.00	1,316.00
70	lin. ft.	Salvaging Culvert Pipe	0.80	56.00
1,200	cu. yds.	Salvaging Surfacing Materials	0.30	360.00
10	only	Fog Posts	1.00	10.00
4,500	cu. yds.	Gravel Topping	1.00	4,500.00
1,600	cu. yds.	Crushed Gravel Topping	2.20	3,520.00
300	cu. yds.	Filler	0.40	120.00
600	yd. mi.	Hauling Filler	0.15	90.00
350	M-gal.	Sprinkling	1.50	525.00
0.78	mile	Preparation of Base	100.00	78.00
650	cu. yds.	Mineral Aggregate in Place	3.20	2,080.00
38	tons	SC-6 Road Oil in Place	25.00	950.00
24	tons	Emulsified or Cutback Asphalt in Place	25.00	600.00
		Subtotal		$ 70,674
		10% Engr. & Cont.		7,067
		Total		$ 77,741

Length of Roadway	0.782 mile
Length of Bridge	0.014 "
Total Length	0.796 "
Cost per mile, Roadway	$ 99,413

Federal Aid Funds Requested- -	$ 47,430
State Funds- -	30,311
	$ 77,741

FAP 94-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 94-A (2), Lamphrey Creek-Fat Elk Creek Section, Oregon Coast Highway, was made by a representative of this office on August 26, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

For-

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 15, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. Harry A. Slack
1st National Bank Bldg.
Coquille, Oregon

Dear Sir:

In reply to your letter of August 1, 1939, regarding drainage at the dyke west of Coquille, please be advised that this department proposes to take care of the situation before winter. The plan is to open a ditch around the slide and also a ditch from the blocked culvert to the nearest open culvert.

Please advise whether you think this plan will be adequate.

Yours very truly,

H.W. LIBBY
Acting Const. Engineer

cc: C. B. McCullough
HWL:MA

Form 238—634—7-39

94-A-2

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1939

Section Coquille- Clausen

Kind of work Grading , Surfacing and Oiling

Highway Oregon Coast

Section prefix 6-1108

Contractor Berke Bros, Inc.

Contract number 2085

Date of contract June 15, 1939

Date of completion June 30, 1939

Date work started June 21, 1939

Estimated date of completion June 30 1939

Amount of contract . . . . . $ 136,314.00

Per cent of time elapsed 111 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 139,500.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 6,640.67 , 5 %

Date project was completed August 11 , 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Progress by Contractor

Contractor, this week, completed setting Fog Posts.

Project complete August 11, 1939

NOTED
RAY WEBBER

Signed E. E. Hughlett

Address No. Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.95	2.95		2.95	
Miles partially completed					
Miles completed	2.95	2.95		2.95	
Total estimated quantities	210,000 C.Y.	26,500 C. Y.			
Estimated quantities moved or placed to date	Completed	Completed		Completed	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Foggy		
Tuesday	Foggy		
Wednesday	Foggy		
Thursday	Foggy		
Friday	Foggy		
Saturday	Fair		

FORM S-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALBRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 14 1939

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
North Bend, Oregon
August 11, 1939

IN REPLY PLEASE REFER TO FILE NO.

FA 4J-4-

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Work completed today, August 11th, on FA Project No. 24-A & 97-A, Contract No. 2045, grading, surfacing and oiling of the Coquille-Glasgow Section of the Oregon Coast Highway in Coos County, Oregon.

Very truly yours,

E. E. Umphlette
Resident Engineer

EEU:
cc/ R. H. Baldock
K. D. Tytle

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. SLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 29 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 27, 1939

7A-T4-C

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

The County Court of Coos County has reached an agreement with PiperJohnson relative to the purchase of the right of way across his property and is asking us to contribute $150.00 towards the settlement.

This right of way is being purchased in connection with the elimination of the bridges across the drainage canal adjacent to the Dike Section, south of Coquille. To refresh your memory, I am sending you a copy of my letter of October 22, 1938, addressed to Mr. Baldock.

The fill at Station 54+10 was not made, as we ran out of material, and I would recommend that we pay the county the $150.00 which we originally figured it would cost us to do the work.

The above estimate was made a t a time when we thought we would have a surplus of material, but it took so much yardage to fill in the canal that it would now cost us much more to do the work.

It is recommended that we pay the County the $150.00 if they will consumate the deal and release us of any further responsibility for the construction of the fill.

For your inspection, I am enclosing copies of the Agreements between the County and J. P. Johnson, Mary A. Saunders, Francis McCrary and Hilda Shaw, , also copies of letters from Coffey and James Watson.

Very truly yours,

K. D. LYTLE
Division Engineer

encs
cc: Baldock

ORM S-A-1
Copy
ENR
RECEIVED
OCT 22 1938
FOR FILING
701 9.4-1

October 20, 1938

Mr. James Watson
Attorney at Law
First National Bank Building
Coquille, Oregon

Dear Sir:

I called Mr. K. D. Lytle, Division Engineer, a few days ago and asked him to call on you. Mr. Lytle will make me a report as to your proposal in regard to connecting side roads and bridges along the highway under construction west from Coquille.

Very truly yours,

State Highway Engineer

RHB:MI
cc Mr. K. D. Lytle

JAMES WATSON
ATTORNEY AT LAW
FIRST NATIONAL BANK BUILDING
COQUILLE, OREGON

RECEIVED
OCT 28

October 17, 1938.

State Highway Commission,
Salem, Oregon: RE: Bridges at fill- Coquille:

Gentlemen:

Recently I communicated with your office in regard to to connecting side roads and bridges along the road fill under construction from the bridge at Coquille west on the route to Bandon.

The proposal was that by the expendure of connecting up the bridges some expense and much inconvenience to the traveling public could be eliminated by having only one connecting bridge and side road, eliminating three, by providing a way for travel for the farmers living along the river bank.

At station 54+10 on the fill about 200 or 300 feet of the road has slide in the drainage ditch over which the bridges are constructed. One of the bridges at this place was badly wrecked and I am informed that highway department will construct a fill road at this place instead of repairing the bridge at a approximate cost of $500.00, in addition to this would be the cost of graveling.

The bridge at the J.P.(Piper) Johnson bridge and the road he has constructed to near the river bank could serve all these farmers and can be had for $1000, of which amount the County Court have agreed to appropriate $500, provided the Highway Commission or other parties would make up the balance. Due to the expense the department will be require to expend, and the in-conveinence to the public travel on account of having such a number of side roads running into the Oregon Coast Highway, it is considered that the highway department might be interested in this project.

Should the Commission be interested an agreement can readily be furnished to the effect that these farmers will ~~will~~ use the one road and bridge and eliminate the others.

It may be that this proposal comes to late as the contractors on the fill job are now nearing completion of the work.

Kindly reply as to the position of the department on this proposal, and oblige.

Yours truly,
James Watson
Attorney for Francis McCrary et al.

James Watson

ORN B-6-1 M 8-38

COMMISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
F. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
OCT 1938
HIGHWAY COMMISSION

94-6

Oct. 22, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Dear Sir:

In response to your telephone call of October 18th, I called upon James Watson, Attorney at Coquille, in regard to the matter of the approach bridges on the Coquille-Dike Section. Mr. Watson advised me that the County now stood ready to budget $500.00 towards the payment of the right-of-way damages across the land of Piper Johnson. If this land were purchased, it would result in the elimination of two bridges. Originally, this plan was figured to eliminate three structures, but since then, one of the property owners has become dissatisfied and has indicated that he would not agree to the elimination of the bridge at Station 77+00.

I explained to Mr. Watson that the State had already performed the work in connection with the raising of the bridge at Station 45+94 and Station 77+00, but that, as yet, we had not constructed the fill at Station 54+10. The fill at the latter Station is estimated to cost $150.00, and I agreed with Mr. Watson to recommend to you that we contribute $150.00 towards the purchase of this right-of-way, providing we were released from constructing the fill at Station 54+10.

Mr. Watson was going to confer with the property owners and the County Court again to see if they could raise the balance of the money, and was to let me know what could be done in regard to that feature, but as yet, he has not advised me as to the result of his conference.

I think we would be fully justified in paying the $150.00 towards this if we could be released from constructing the fill at Station 54+10.

Very truly yours,

K. D. Lytle a.r.s.

K. D. LYTLE
Division Engineer

KDL:G

cc: Smith

RECEIVED
MAR 3 1939
FREIGHT
74-A

March 2, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner
Division Credit Manager

Gentlemen:

Responding to your inquiry of February 24 you are advised that Berke Brothers' Contract, No. 2085, for the grading, surfacing, and oiling of the Coquille-Clausen Section of the Oregon Coast Highway, in Coos County, has not yet been completed. The time limit on this job is June 30, 1939, and it will probably be completed about that time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
FEB 25 1939
OREGON
STATE HIGHWAY COMMISSION

February 24, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Berke Brothers
Contract #2085

The above indicated job has been completed for some time, we believe. We will therefore appreciate your furnishing us with the completion and acceptance dates of this work.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HORNER
Division Credit Manager

RECEIVED
FEB 15 1939
FOR FILING
94-A-2

February 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Reference is made to the inquiry contained in your letter of January 30, 1939, concerning the installation of a 9" perforated iron pipe at Station 119+41 on Project No. F. A. 94 (2) under price agreement number 2.

Most of the area drained by this culvert could be taken care of by carrying the drainage eastward along the roadway into Fat Elk Creek. Consequently, since the 9" pipe was adequate to take care of the remaining drainage, this size of pipe was used by installing it inside the existing structure. This plan was equally efficient and more economical, as it eliminated the expense of excavating through the existing fill.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

February 3, 1939

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We have received an inquiry from the Bureau of Public Roads concerning the installation of the 9-inch perforated corrugated iron pipe at Station 119+41 on the Coquille-Clausen Section, Contract No. 2085. The work was performed under Price Agreement No. 2.

The existing culvert at this point was a 2' x 2' timber box culvert and the preliminary plans provided for replacement of this box with a 24" pipe culvert. Accordingly, the Bureau questions the use of a 9" pipe for a drainage condition previously requiring a 2' x 2' box culvert.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 31 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 30, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to special price agreement No. 2 dated October 11, 1938, and covering work on Oregon Federal Aid Project No. 94 (2), the Coquille-Fat Elk Creek section, Oregon Coast Highway.

This price agreement calls for the placing of 94 ft. of 9" perforated corrugated iron pipe (asphalt coated) at $1.25 = $117.50, at Sta. 119+41. The approved plans show that at Sta. 119+41 there was a 2x2 wooden box culvert which was to be replaced with a 24" corrugated iron pipe culvert 94 ft. in length, contract price $2.75 per foot.

No reason is given for the addition of this 9" C.I. Pipe, and it certainly would not qualify as a substitute for a 2x2 box.

It is requested that we be fully advised as to this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

State Highway Engineer

STATE PRINTING DEPT.

Form F180—4M—6-37

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Coquille-Clausen Section Date October 11th, 1938

Highway Oregon Coast Contract No. 2085

County Coos F. A. Project No. 94 A (2) & 97 A (2)

Contractor Berke Bros., Inc. Price Agreement No. 2

Address 7923 N.E. Halsey St., Portland, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and Place 9" Perforated Corrugated Iron Pipe Asphalt Coated

Locations by station numbers:

Sta. 119 + 41

Names of pay items, estimated quantities and agreed prices:

94' of 9" Perf. C.I.Pipe (asphalt Coated) at $1.25 $117.50

Specifications, basis of measurement and other provisions: The 9" Perf. C.I.Pipe to be furnished under this price agreement shall be furnished, placed and paid for in accordance with the standard specification for "Perforated Iron Pipe Drains, Asphalt Coated" as given in Section 31 and 32 of the standard specification form.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

Total Original Authorizations . . . . . $ 167,945.40

Total Authorizations to Date . . . . . $ 167,945.40

Additional Authorization Requested . . . . $

Additional Authorization Approved . . . . $

Submitted by: W. H. Copple
Resident Engineer

Approval Recommended: K. Shuttleworth
Division Engineer

Approval Recommended: H. Smith
Construction Engineer

Signed: Berke Bros., Inc.
Contractor
By O. Berke Pres.

Approved: [illegible]
State Highway Engineer

STATE PRINTING DEPT.

FORM S-C-1 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 11 1939
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

Feb. 8, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

Reference is made to the letter written by Mr. Nash under date of February 3d, relative to the installation of 9" perforated corrugated iron pipe at Station 119+41 on the Coquille-Clausen Section.

The 2'x 2'timber box culvert referred to in your letter and shown on the plans merely drained a small area, and rather than dig thru the entire fill, we thought it was better to thread this 9" pipe thru the present box. Any drainage which cannot be taken care of in this pipe will flow eastward along the road and go into Fat Elk Creek In fact, practically everything in this small area is drained in that manner, at the present time.

John Davis asked me about this matter last week and I explained the situation to him. He indicated that he would approve the Price Agreement under the circumstances.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

KDL:G

cc: McCullough

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CHARLTON, SECRETARY

RECEIVED
JAN 30 1939
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 27, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. C. Smith

Dear Sir:

I am sending herewith, for your consideration, Order for State Force Work covering construction of barb wire fence on the Coquille-Clausen Section, Oregon Coast Highway, Contract 2085.

This fence is to be constructed where it was necessary for us to fill in the ditch which paralled our highway. Previous to making this fill, the ditch acted as a fence between our road and the adjoining property.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: McCullough ✓

RECEIVED
JAN 23 1939
FOR FILING

January 20, 1939

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

Reference is made to your letter of January 17th, relative to the submission of final records for the grading and surfacing items on the Coquille-Clausen Project. The submission of these records at the present time would be very desirable, as it will enable us to have the checking of them completed in advance of completion of the construction operations, thus expediting the making of final payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc V. H. Coffey

2-C-1 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

Jan. 17, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

The grading and surfacing on Contract No. 2085, Coquille-Clausen Section has been completed for some time and final records have been prepared covering items 1 to 14 and 16 to 20, inclusive.

Please advise if you wish us to submit these final grading and surfacing records at this time so that the quantities for the above items may be checked. If so, it will be necessary to return them to Mr. Coffey when the oiling work is completed next summer.

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B. Sipprell

R. B. Sipprell
Office Engineer

cc: Baldock
McCallister

RECEIVED
JAN 18 19
STATE HIGHWAY COMMISSION

FORM 6-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 22nd, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED NOTED
Asst. State Highway Engineer

Dear Sir:

I have discussed the matter of the $1,200.00 State Force work on Construction Projects for maintaining the Coquille-Clausen Section of the Oregon Coast Highway with J. M. Bixhop, Maintenance Engineer, and we are of the opinion that this order is ill-advised and that the operation should be carried as regular maintenance work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

STATE HIGHWAY COMMISSION

Dec. 19, 1938

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Reference is made to your letter of December 6th relative to the $1200.00 Order for State Force Work covering the maintenance of the Coquille-Clausen Section of the Oregon Coast Highway.

In writing up the Special Provisions of the Contract, I stated that we would maintain the highway during the winter period when the contractor was not doing any work, as it was impossible to say just how much maintenance would be required, etc.

The question of who should pay for this maintenance work, the Construction Department or the Maintenance Dpartment, is more a matter of policy. The only arguments I could give for the cost to be charged to the Construction Department is that the Contract covering the Section is still effective and that there are sufficient funds in the financial set-up to do the work. Then, too, this road, in its unoiled condition, requires special equipment which is not ordinarily used on this section of the highway, and will add to the cost of this year's maintenance of the section. No extra money was budgeted on this Section for the work.

On the other hand, our Maintenance on this road last year was materially reduced on account of the construction, but unfortunately, none of last year's savings can be applied on this year's work. Future maintenance on the bridges will be materially reduced by reason of the reconstruction but like the money that was saved last year, the future savings are not available.

I cannot see what difference it makes, one way or the other, as all money saved in maintenance accrues to the benefit of the Construction Department.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G
cc: Baldock

RECEIVED
DEC 8 1938
FOR FILING

STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

Oregon FAP 94 (2),
Coquille-Fat Elk Creek Sec.,
Oregon Coast Highway.

December 6, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Apr 36550

Form P. R. 2

State Oregon

Federal Aid Project No. 94(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of October, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of January, 1923, a project statement, which was approved by the Secretary on the 21st day of February, 1923, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section ~~xxx~~ said project which were recommended for approval by the United States District Engineer on the 31st day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of forty-four thousand, one hundred ten and 00/100 dollars ($44,110.00) as the share of the United States payable under said act on account of Section ~~xx~~ of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 8+98 at the south end of the approach to the Coquille River Bridge, in Section 1, T. 28 S., R. 13 W., W. M., and survey station 127+20 in the SE 1/4 NW 1/4 Section 3, T. 28 S., R. 13 W., W. M. (excepting therefrom those portions between survey station 99+40 and survey station 100+50, and survey station 108+28 and survey station 111+02), length 2.166 miles, in Coos County, being Section six Oregon Federal Aid project No. 94 (2), consisting of 2.166 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ---------- of said project shall not in any event exceed the sum of ---------- forty-four thousand, one hundred ten and 00/100 ---------- dollars ($ 44,110.00 ----------), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ---------- seventy-two thousand, three hundred ---------- nine and 00/100 ---------- dollars ($ 72,309.00 ----------), the approved total estimated cost of Section ---------- of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer ----------

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ---------- Oregon ---------- (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927. ---------- (Include reference to statute authorizing

---------- funds and probable amount annually available)

---------- ----------

---------- ----------

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ____ day of NOV 22 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Colvin

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. M. Leary

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5418

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 94 (2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 72,300.00 as the total estimated cost of said project, and the sum of $ 44,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of NOV 22 1938 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By W. C. Tracy
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4839

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. MCALISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 8 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6th, 1938

IN REPLY PLEASE REFER TO FILE NO.

94-11-7

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Please report further concerning the order for state force work in the amount of $1200 for maintaining the Coquille-Clausen Section.

The procedure of having contractors do maintenance work on state highways was abandoned many years ago for reasons too numerous to mention; and therefore, it would seem undesirable to work back into that system which eventually must be done if such bills are to be approved. However, the Department is open-minded on the subject and wishes your reasons for submitting such a bill.

These reasons should state whether there is any additional cost for this year's maintenance over other years, whether you have reduced your budget in proportion to this order and whether a saving was made in last year's budget by reason of the section being under contract. You should also show in what way this contract is different from two separate contracts. We usually let a grading and surfacing contract and follow it at a later date with an oiling contract. Under these circumstances the maintenance would be handled by the maintenance department without question.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTE
C.B. McCULLOUGH

ION 9-37

COMMISSIONERS
Y F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
FOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 22 1938
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 20, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

When I sent in the Monthly Estimate on the Coquille-Clausen Section of the Oregon Coast Highway, Contract No. 2086, I neglected to call your attention to the allowance made for material on hand. The rock shown on the estimate is in stock pile at the contractor's set-up, but as you know, this location is about twenty miles from the job.

The hauling of the surfacing materials will be started within a few days but it will be next spring before the oiling rock is used. However, I recommend that partial payment be made to the contractor if not inconsistent with the rules of the Department.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Baldock ✓
Probert

RECEIVED
OCT 22 1938
FOR FILING
94-A

October 14, 1938.

Mr. J. Arthur Berg
Attorney at Law
Farmers & Merchants Bank Building
Coquille, Oregon

Dear Sir:

Receipt is acknowledged of your letter concerning the high water around the plant of the Smith Wood-Products, Inc., near Coquille.

Our investigations indicate that the backwater south of the so-called "dike section" is caused by the high water in the Coquille River directly opposite that point which flows through the openings in the highway. As soon as it drops, it reverses its flow and again flows out through the openings.

Our studies show that the water flooding the bottom lands along the Coquille River flows out at all points from the course of the stream, and much of the land below Coquille is flooded before the banks are overtopped above Coquille. Therefore, the openings through the dike section are merely regulating openings which prevent a hydrostatic head being created on the river side of the dike, and have no effect on the amount of water adjacent to the Smith Wood-Products plant.

I feel that conditions have not been changed in the slightest by raising the dike.

Very truly yours,

State Highway Engineer

HUR BERG
NEY AT LAW
OHANTS BANK BUILDING
LLE, OREGON

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
H.G. Smith
State Highway Engineer

October 10, 1938

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ntion R. H. Baldock

he Smith Wood-Products Inc., of
has been handed to me for attention.

r office has made an investigation
ay improvement now in progress South
oast Highway, and with reference es-
ack water head which might be caused
section. We are particularly
he possibility of this dike causing
oquille River to the plant of the
e flow of water is materially
back a considerable amount of water
h Wood-Products plant, causing shut
ry apprehensive that this will be
the result. If the water is materially raised in the vicinity of the mill during high water periods, it would naturally result in a great hardship to the company and to the employees who depend on the plant for their livelihood.

This company appreciates the efforts being made by the Commission and your office with reference to this improvement, but in the event it develops that this improvement does, as a matter of fact, change conditions as they anticipate they would ask that your department cooperate with them in raising their bulkheads around the mill to take care of the increased raise of water at that point. With these bulkheads raised to a sufficient height to take care of high water, they are able to maintain pumps which will hold the water to a level which will allow them to operate steadily.

We would appreciate any suggestion you might have along these lines. Thanking you for your cooperation in this matter, I remain

Respectfully yours,

Jas. Berg

JAB:SC

J. ARTHUR BERG
ATTORNEY AT LAW
FARMERS & MERCHANTS BANK BUILDING
COQUILLE, OREGON

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

October 10, 1938

Oregon State Highway Commission
Salem, Oregon

Attention R. H. Baldock

Gentlemen:

Your letter to the Smith Wood-Products Inc., of this city, dated July 18th, has been handed to me for attention.

We note that your office has made an investigation with reference to the highway improvement now in progress South of Coquille on the Oregon Coast Highway, and with reference especially to the matter of back water head which might be caused by the raising of the dike section. We are particularly interested, of course, in the possibility of this dike causing the waters to back up the Coquille River to the plant of the Smith Wood-Products. If the flow of water is materially impeded, it would naturally back a considerable amount of water on to the lands of the Smith Wood-Products plant, causing shut downs and my clients are very apprehensive that this will be the result. If the water is materially raised in the vicinity of the mill during high water periods, it would naturally result in a great hardship to the company and to the employees who depend on the plant for their livelihood.

This company appreciates the efforts being made by the Commission and your office with reference to this improvement, but in the event it develops that this improvement does, as a matter of fact, change conditions as they anticipate they would ask that your department cooperate with them in raising their bulkheads around the mill to take care of the increased raise of water at that point. With these bulkheads raised to a sufficient height to take care of high water, they are able to maintain pumps which will hold the water to a level which will allow them to operate steadily.

We would appreciate any suggestion you might have along these lines. Thanking you for your cooperation in this matter, I remain

Respectfully yours,

J. Arthur Berg

JAB:SC

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
OCT 10 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM
October 8, 1938

POST OFFICE BUILDING
PORTLAND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

7A 94-A

Mr. C. H. Gram,
State Labor Commissioner,
First National Bank Bldg.,
Salem, Ore.

Dear Sir:

With reference to complaint received by you and forwarded to our department relative to possible labor violations on Berke Bros. contract near Coquille.

I did not have time to personally visit this job, but did request that our engineer in charge make a thorough investigation. A copy of his report on this matter is attached hereto.

The delay in my reply to you was necessitated by a trip from which I have just returned.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith,
Construction Engineer.

By Ray Webber
Ray Webber,
Labor Regulations Engineer.

RW/H
CC to
R.H.Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
OCT 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, for Oregon F.A.P. 94 (2), Coquille-Fat Elk Creek section of the Oregon Coast Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Since there is no Federal participation in work on the bridges, the description of project 94 (2) as shown in Article 2 varies from the description of F.A.P. 94. Suitable notations, showing the termini of F.A.P. 94 (2) and its exceptions, have been made on the plans and title sheets which you submitted. Similar notes were also made on the title sheet of F.A.P. 97 (2) which is being constructed under the same contract.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED
OCT 4 1938
FOR FILING
7a 94-a

September 29th, 1938

Hon. Hugh McLain
County Judge
Coos County
Coquille, Oregon

Dear Sir:

I have a letter from K. D. Lytle, Division Engineer at Roseburg, in which he advises that considerable study has been made relative to the elimination of four of the approach bridges on the Coquille-Clausen Section of the Oregon Coast Highway.

If Coos County is able to make arrangements with Mr. Johnson so that the others can use his road as an approach to the bridge, I am willing to assume responsibility and raise the Johnson bridge at Station 62+95 and the bridge at Station 89+00 and do the necessary rehabilitation work on the old road which eliminates the bridge at Station 107+66.

I am not informed, however, as to the merits of Mr. Johnson's claim for money for the use of his approach road and do not feel that the State Highway Commission should be involved in the matter. Therefore, if Coos County can settle this matter with Mr. Johnson either by mutual agreement or the payment of money, I will recommend that the State Highway Department assume the other responsibility.

Very truly yours,

State Highway Engineer

R

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #2022 Ends with: Contract #2085

FLASH CARDS: Begins every Contract

Remarks: Contract #2085, continued on Reel #31

Reel No. 30 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak Fine Grain Fm 7456

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 12 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott L. Rhodes